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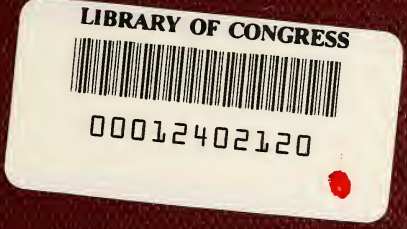

TUNIS'S

TOPOGRAPHICAL AND PICTORIAL

GUIDE

TO

NIAGARA

AND

TRAVELER'S COMPANION.

NIAGARA FALLS:
PUBLISHED BY W. E. TUNIS.

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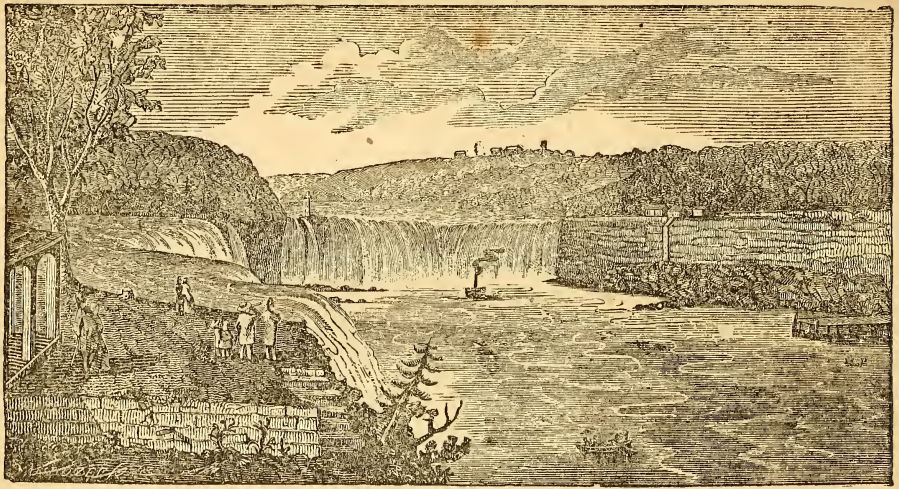
1942



NIAGARA FALLS FROM POINT VIEW

TUNIS'
NEW MAP
of
NIAGARA FALLS and RIVER.
showing all the
PROMINENT POINTS ADJACENT.
Niagara Falls N.Y.
REFERENCES.
1 Cataract House
2 International Hotel.
3 Niagara Falls Hotel
4 Mansion
5 Churches
6 Bridge to Bath I.
7 Toll Gate
8 Bath House
9 Paper Mill
10 Hermit's Residence, Goat I.
11 Tunis' G.W. Book Store
12 Central R.R. Depot.
GRAND ISLAND
NAVY ISLAND
NIAGARA RIVER
Line between the U.S. and Canada
Chippewa
Chippewa Creek
Eurwing Spring
Cynthia I.
The Grand Rapids
Long I.
Three Sisters
GOAT ISLAND
Horse Shoe Falls
Buckhorn I.
Grass I.
Sand I.
STATE OF NEW YORK
B. & N.F.R.R.
C. & N.F.R.R.
Drummondville
Lundy's Lane
Clifton House
Museum
Erie & Ontario Rail Road
Great Western Railway
Suspension Bridge
& Rochester R.R.
Depot Grounds
Depot Grounds
L.O.R.R.
N.Y.C.R.R.
N.E.&
L.R.R.
Whirlpool
Devils hole
E
W
N

TUNIS'S

TOPOGRAPHICAL AND PICTORIAL

GUIDE TO NIAGARA

CONTAINING, ALSO, A DESCRIPTION OF THE

ROUTE THROUGH CANADA, AND THE GREAT NORTHERN ROUTE, FROM NIAGARA FALLS TO MONTREAL, BOSTON, AND SARATOGA SPRINGS.

ALSO, FULL AND ACCURATE

TABLES OF DISTANCES,

ON ALL RAILROADS RUNNING TO AND FROM NIAGARA FALLS.

NIAGARA FALLS:
W. E. TUNIS, PUBLISHER.
1856.

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By W. E. TUNIS,
In the Clerk's Office of the District Court for the Northern District of New York

J. & C. E. FELTON,
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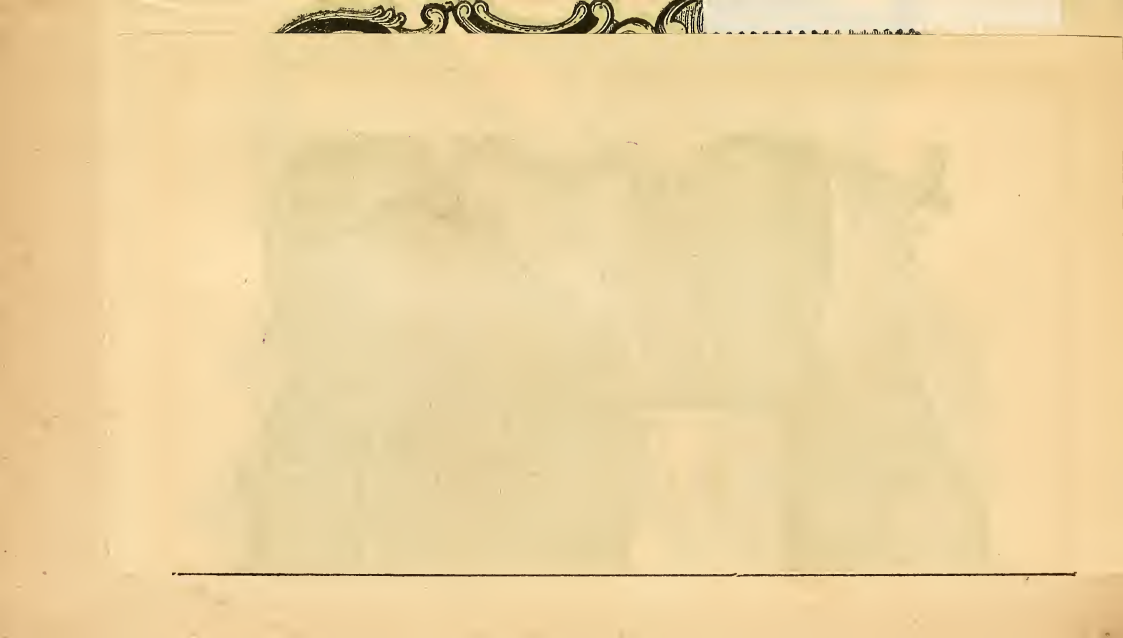

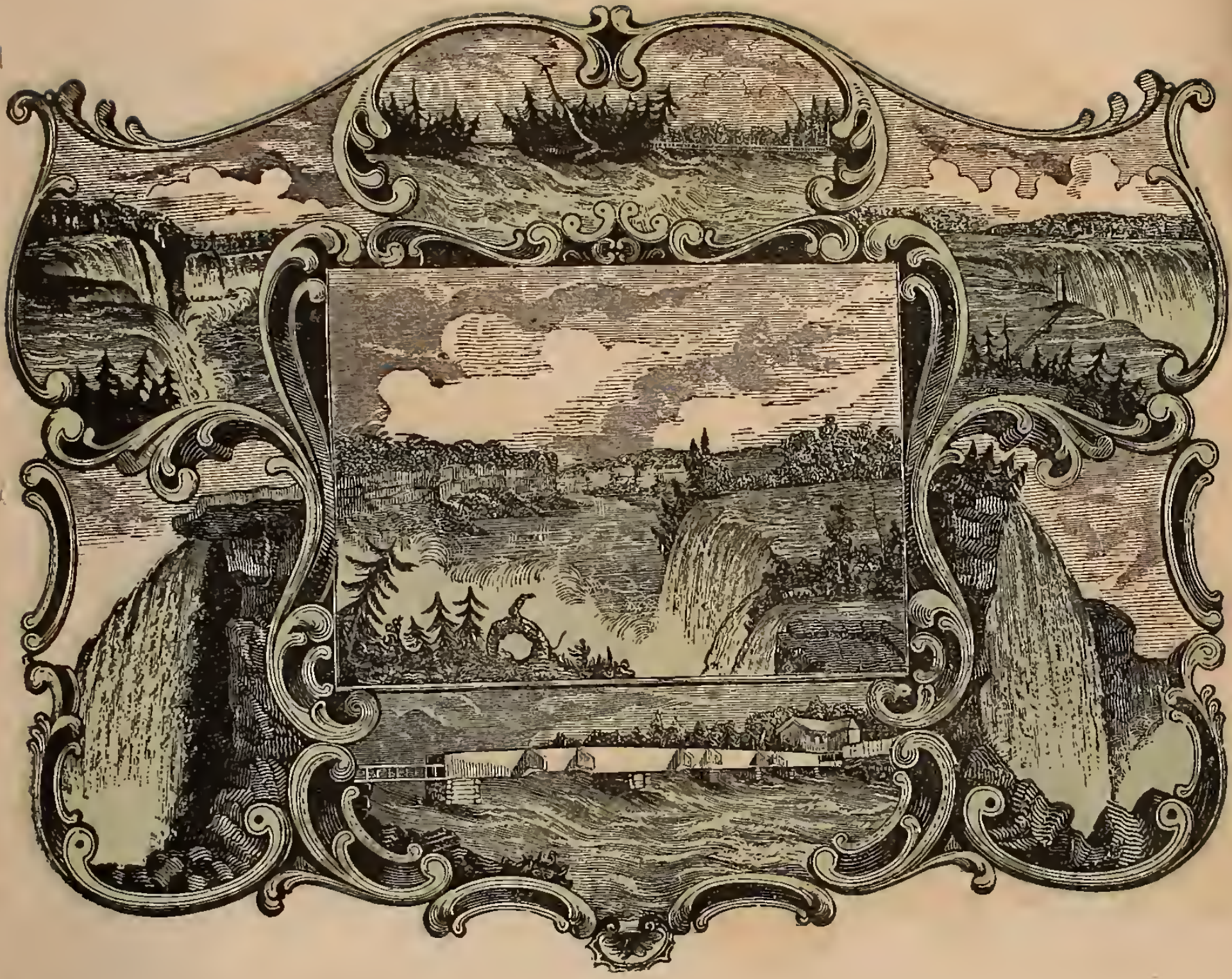

PREFACE.

THE design of the present work is to supply a lack which a comparison with other works of the kind will best evince.

No other Guide now before the public is either sufficiently recent or sufficiently comprehensive to be safely followed by the tourist, at Niagara, and to the West and North. It is not without confidence, therefore, that we commit this compilation as a reliable and needed "vade mecum" to the traveling public.

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TUNIS'S

GUIDE TO NIAGARA.

Arrival at the Falls.

From whatever point of the village you may be starting, a cloud of spray, or the noise of the cataract, will indicate the general direction of your footsteps. Arriving on Main Street, pass down the street leading between the Cataract and International Hotels, and you are in full view of the river at the point where it is spanned by

Bath Island Bridge.

It is oftener asked than answered, how this bridge was constructed! In the first place, a massive abutment was built at the water's edge, from which long timbers were projected, heavily loaded at the rear ends with stone; the ends over the water being additionally supported by legs resting on the river's bed. Upon these timbers a platform was built, from which an abutment of stone was sunk in the water; this abutment serving as a new basis for building another, and so on until the whole was completed.

The first bridge was thrown over at the head of Goat Island in 1817; but having been carried away the ensuing spring by ice-floats from Lake Erie, it was succeeded by the present one in 1818. It was while this bridge was repairing, in the summer of 1839, that one of the workmen, a Mr. Chapin, was accidentally thrown from the frame-work into the river, and carried by the current to the first of the two smallest islands below, since called, from this circumstance, Chapin Island. He was thence rescued by the strong nerve and skillful hand of Mr. Joel R. Robinson, a name associated with many a gallant rescue from these waters.

No point commands so fine a view of the rapids as the bridge. The delicate tints of the water are here especially noticeable. The waves break into a myriad fantastic forms, in every moment of time; in each successive change catching the sunlight under some new variety of condition, and throwing it back in some new transfusion of hues.

The fall of the river's bed, from the head of the rapids to the verge of the precipice, is fifty-eight feet. This gradual descent, by confusing the lines of vision as you gaze up the river, gives to the furthest crest of the rapids a skyish, indefinite appearance, suggestive of the Infinite; then turning from this to where the river disappears in its final leap, you seem to have realized in space the similitude of life

"—Standing 'twixt two eternities."

Having crossed the bridge you are at the toll-gate on

Bath Island.

Enter the toll-house, pay twenty-five cents, register your name, and you are entitled to cross as often as you please during the current year with no additional charge.

Leaving the toll-house, that small, sentimental-looking island on your left is called "Lover's Retreat;" the island just beyond that, Brig Island. That large building on your right is a paper-mill, owned by Bradley & Co. of Buffalo; said to be the largest in the state. Passing from Bath Island over a short bridge, you stand on

Goat Island.

This, though not the largest, is by far the most beautiful island in the Niagara. Long before it was bridged to the American shore, it was visited from time to time by the few to whom its attractions were of more potent consideration than the peril of reaching it. The late Judge Porter, who visited it in 1805, remembered having seen the names of strangers cut into the bark of a beech near Horseshoe Fall, with the subjoined dates of 1771, 1772, and 1779.

The island is now owned by the Porter family, to whom it was ceded by the state of New York in 1818. It derived its name from the circumstance of a Mr. Stedman, of Schlosser, having placed some goats on it to pasture. This was in 1770. The area of the island is sixty-one and a half acres; its circumference about one mile.

Three paths branch off from the road by which you

ascend the bank, the middle one dividing the island into two nearly equal parts, the left leading to the head of the island, and the right (the one usually taken) to the American Fall. Following this path, you are conducted through a colonnade of forest trees, with the rapids at your right, over a space of eighty rods, to the north-western point of the island, called, by what process of association no mortal can tell,

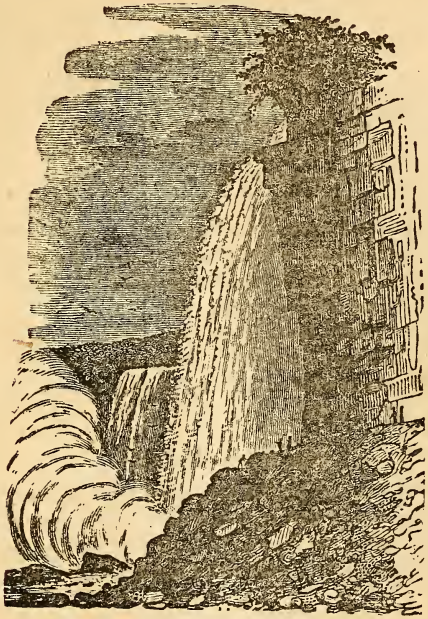
Hog's Back.

It was while walking directly under this point that the lamented Dr. Hungerford, of West Troy, N. Y., was killed in the spring of 1839, by the crumbling of a portion of the rock from above. This is the only accident that has ever occurred at the Falls by the falling of rock.

Passing by a narrow foot-path down the bank, and crossing the short bridge at your right, you stand upon a lovely spot called

Luna Island.

On the northern edge of this island, a few feet above the precipice, is a spot of mournful memory. On June 21, 1849, the family of Mr. Deforest, of Buffalo, together with Mr. Charles Addington, their friend, were viewing the scenery from this point. The party, in fine spirits, were about leaving the island when Mr. Addington, advancing playfully to Miss Annette, the little daughter of Mrs. Deforrest, said, "I am going to throw you in," at the same time lifting her lightly



AMERICAN FALL, LOOKING DOWN THE RIVER.

over the edge of the water. With a sudden impulse of fear, the startled child flung herself from his hands, and struck the wild current of the river. With a shriek the young man sprang to her recovery, but before the stricken group on shore had time to speak or move, they had both passed over the precipice. The crushed remains of the lately blooming and buoyant child were found in the afternoon of the same day in the Cave of the Winds; and a few days afterward the body of the gallant but fated young Addington was likewise recovered, and committed with many tears to the village cemetery. This is perhaps the most touching casualty that has ever occurred at the Falls.

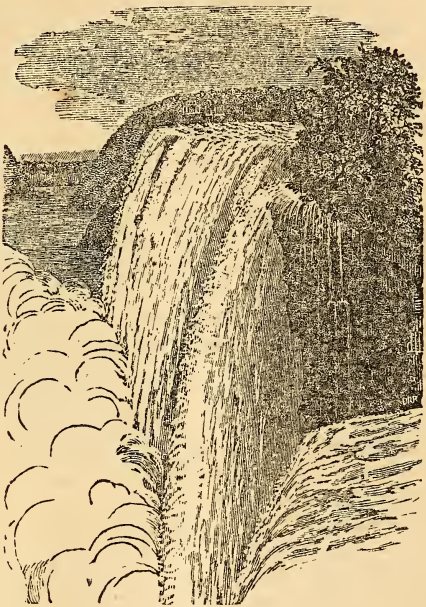
Leaving Luna Island, pause for a moment at the foot of the path before you ascend, while we point you out an appearance which certain imaginative persons have been pleased to call

The Three Profiles.

These so called profiles are formed by the inequality of projection in that portion of the precipice which is formed by the western side of Luna Island. The rock is adjacent to, and almost under the American Fall.

The Center Fall.

This is that portion of the American Fall which is cut off by Luna Island. Having now ascended the bank, and rested from your fatigue, pass on a few rods to where a guide-board points out



THREE PROFILES.

Biddle's Stairs.

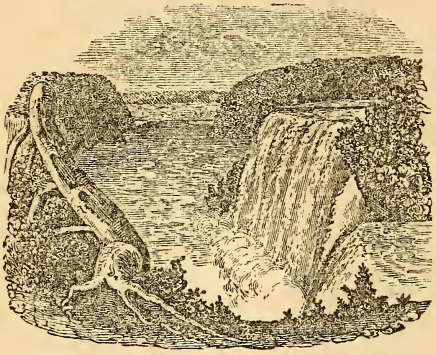
These Stairs take their name from the well-known president of the United States Bank, Nicholas Biddle, Esq., at whose expense they were erected in 1829.

They are secured to the solid rock by ponderous iron bolts, and are said to be perfectly safe. The perpendicular height of the bank at this place is 185 feet; the staircase itself being eighty feet high, and consisting of ninety steps. From the stairs to the river there is a rude pathway; but it is seldom traversed, except for the purpose of angling, an art which, at the right time of the year, is here practiced with the happiest success.

In 1829, shortly after the completion of the stairs, the eccentric Sam Patch, of saltatory memory, made his famous leap from a scaffolding ninety-six feet high, erected in the water at a point between this and the Center Fall.

From the foot of Biddle's Stairs two paths lead in opposite directions, one toward the Canada, and the other toward the American Fall. The former has been obstructed by slides from above, and is not, perhaps, altogether safe. Taking the latter, a few minutes' walk brings you to the celebrated Cave of the Winds. Dresses and guides are here ready for your accommodation. The formation of this cave was of easy process. The gradual wearing away by the water of the shaly substratum of the precipice has left the limestone rock above projecting at least 30 feet beyond the base; thus forming an open cave, over which falls in deep folds of

azure, the magnificent curtain of the Center Fall. The compression of the atmosphere by the falling water is here so great that the cave is rendered as stormy and turbulent as that of old Æolus himself, from whose classical majesty, indeed, it derived its first name —



Aeolus's Cave.

Gazing now below you at that delicate textured rainbow trembling in the angry surge, you will hardly fail to remember Byron's vivid description of the bow at the cascade of Velino:

"From side to side, beneath the glittering morn,
An Iris sits, amidst the infernal surge,
Like hope upon a death-bed, and, unworn
Its stealy dyes, while all around is torn

> By the distracted waters, bears serene
> Its brilliant hues with all their beams unshorn ;
> Resembling, 'mid the torture of the scene,
> Love watching madness with unalterable mien."

Ascending Biddle's Stairs, your course conducts you to the right, along the verge of the precipice. Observe how the bank is gradually wearing away, by slides of land and crumbling of rocks, from its side. It was near these stairs that the crash occurred in 1843. The detached rock now lies at the foot of the staircase.

By the time you have reached the other side of the island you will be prepared to duly appreciate the estimate of its width, with which Dr. Goldsmith edified the ingenuous youth of his time: "Just in the middle of this circular wall of waters, a little island that has braved the fury of the current presents one of its points, and divides the stream at top into two parts; but they unite again long before they reach the bottom." Its width is, in fact, from fall to fall, seventy-five rods. Some ambitious candidate for applause, in speaking of this island, has called it "the forehead of Niagara, and the cataracts on either side, her streaming hair, puffed up *a la* Jenny Lind, and tied back with rainbows." But you have, by this time, reached the south-western corner of the island. Be seated in the arbor near by, if you please, and we will pay the highest possible compliment to yourself, while gracefully acknowledging our own impressions of the scene, by — silence. There are many descriptions of the Falls; but they are all too luckiessly true to the *form* of their subject — oceans

of sublimity falling into perilous depths of bathos. It may, however, be remarked in passing, that, take whatever point of view we may, we find Nature here expressing herself in bold and beautiful antitheses; the Titanic strength and majesty of the cataract, and the soft, grovy tendrils that bathe their verdure in its spray,—the wild, distracted, maniac surge, and the delicate rainbow shivering in its embrace,—the whirlwind roar of falling floods, and the braided lullaby of lapsing streams. Niagara is all antitheses, all "contrasted charms!" This is commonly called the Horseshoe Fall, a name derived from the shape that the curve formerly assumed. The gradual wearing away from beneath, and falling down from above of the rocks, has now changed the figure from that of a horseshoe to something more nearly resembling that of a right angle.

The width of this fall is about 144 rods; its height, 158 feet. The depth of the water in the center, or deepest part of the stream, is estimated at twenty feet. That light-house looking structure built out in the water, two or three rods from the Fall, is called

Prospect Tower.

It was erected in 1833, by the late Judge Porter. Its height is forty-five feet. The bridge leading from the island to Prospect Tower is called

Terrapin Bridge.

This Bridge is subject to the action of the spray; a

little care should therefore be taken in crossing it. In the winter of 1852, a gentleman from West Troy, N. Y., while crossing to the tower, fell into the current, and was carried to the verge of the fall, where he lodged between two rocks. He was discovered by two of the citizens, who rescued him by throwing out lines which he fastened around his body. He remained speechless for several hours after being taken to his hotel.

From the tower, you get the best view of the shape of the fall, and the clearest idea of how it has been modified by the action of the water. This action has been especially violent during the last few years. On Sunday, Feb. 1, 1852, a portion of the precipice, stretching from the edge of the island toward the tower, about 125 feet long and sixty feet wide, and reaching from near the top to the bottom of the fall, fell with a crash of thunder. The next day another, a triangular piece, with a base of about forty feet, broke off just below the tower. Between the two portions that had thus fallen off, stood a rectangular projection about thirty feet long and fifteen feet wide, extending from the top to the bottom of the precipice. This immense mass became loosened from the main body of the rock, and settled perpendicularly about eight feet, where it now stands, an enormous column 150 feet high by the dimensions named above.

The line of division between the government of the United States and that of Canada is in the deepest part of the channel, or through the angular part of the fall.

Leaving Prospect Tower and the Horseshoe Fall, and wending our way along the bank of the river to the east, the next great point of interest is

The Three Sisters.

These are three small islands, lying side by side, near the head of Goat Island. The remotest of this trinity is the island from which Mr Joel R. Robinson rescued a Mr. Allen in the summer of 1841. Mr. Allen, having started just before sundown for Chippewa, (a village three miles up the river on the Canada side,) had the misfortune to break one of his oars in the midst of the river. The current caught his boat and bore it rapidly toward the Falls. As his only hope of safety, he steered with the remaining oar for the head of Goat Island; but failing to strike that, he was bearing swiftly past this little island, when, knowing that the alternative was certain doom, he sprang for the land, and reached it with but little injury. Having matches in his pocket, he struck a signal light at the head of the island, but it was not seen until morning. Mr. Robinson rescued him by means of a boat and cable.

The first of the sisterhood, or the island nearest you, is called Moss Island. That feathery show of a cataract between yourself and Moss Island is called the Hermit's Cascade, from its having been the usual bathing-place of

Francis Abbott, the Hermit of Niagara.

Beside his once favorite haunt, we will, with your permission, relate his story. The history of this

singular individual has been given in various forms, from the hurried compilation of a guide-book to the extravagances of a romance. We present you with only what is known of him by all who lived in the village at the time of his residing here.

His first appearance at Niagara was in the afternoon of June 18, 1839. He was a young man then, tall and well-formed, but emaciated and haggard; of an easy and gentlemanly deportment, but sufficiently eccentric in his appearance to arrest the gaze of the stranger.

Clad in a long, flowing robe of brown, and carrying under his arm a roll of blankets, a book, portfolio, and flute, he proceeded directly to a small, retired inn, where he engaged a room for a week, stipulating, however, that the room was to be, for the time, exclusively *his*, and that only a *part* of his food was to be prepared by the family. Soon after, he visited the village library, entered his name, and drew books. About the same time, also, he purchased a violin. At the expiration of a week he returned to the library, where, falling into conversation, he spoke with much enthusiasm on the subject of the Falls, and expressed his intention of remaining here some time longer.

Shortly afterward he asked permission of the proprietor of these islands to erect a cabin on Moss Island, that he might live here in greater seclusion than the village afforded him. Failing in this request he took up his abode in part of a small log-house, which then stood near the head of Goat Island. Here for nearly two years he continued to live, with no companions

but his dog, his books, and music — blameless but almost unknown. On this island, at hours when it was unfrequented by others, he delighted to roam, heedless, if not oblivious of danger. At that time a stick of timber about eight inches square extended from Terrapin Bridge eight feet beyond the precipice. On this he has been seen at almost all hours of the night, pacing to and fro beneath the moonlight, without the slightest apparent tremor of nerve or hesitancy of step. Sometimes he might be seen sitting carelessly on the extreme end of the timber — sometimes hanging beneath it by his hands and feet. Although exquisitely sensitive in his social habits, he seems to have been without an apprehension in the presence of danger. After residing on Goat Island two winters, he crossed Bath Island Bridge, and built him a rude cabin of boards at Point View, near the American Fall. (*Vide p.* 36.) Although brought into the immediate neighborhood of the villagers, he held but little intercourse with them; sometimes, indeed, refusing to break his silence by oral communication with any one. At times, however, he was extremely affable to all, easily drawn into conversation, and supporting it with a regard to conventionalism, and a grace and accuracy of expression that threw a charm over the most trivial subject of remark.

The late Judge De Vaux was perhaps the only person with whom he was really familiar. With him he would often interchange arguments, by the hour, on some point of theology — his favorite topic of discussion. His views on this subject were by no means

stable; but as far as they assumed a definite form they seemed nearly akin to those held by the Society of Friends. But it was in his brilliant reminiscences of foreign lands and scenes that he was especially glorious. All his subjective speculations were tinged by shadows of melancholy or despair; but in describing the glories of nature and art, the scholar and the amateur lifted off the cowl of the hermit, and revealed the enthusiasm of a spirit still exquisitely alive to the kindling touch of Beauty. He had wandered among the ruins of Asia and Greece, and studied the trophies of art in the celebrated picture galleries of Italy.

Of music he was passionately fond, and played his own compositions, in the opinion of some, with exquisite taste; while others declare his execution to have been only mediocre, if not absolutely inferior.

Every day, after his removal to the main-land, it was his custom to descend the ferry stairs to bathe in the river below; and it was while thus engaged that he was accidentally drowned, June 10, 1841. Ten days afterward his body was found at the outlet of the river, and brought back to the village, where it was committed to the earth in sight of the scenes he so much loved.

After his decease a number of citizens repaired to his cabin to take charge of his effects. Little however was to be found: his faithful dog guarded the door; his cat lay on the lounge; and his books and music were scattered around the room. Writing was sought for in vain. It is said, notwithstanding, that he wrote much, but always in Latin, and committed

his productions to the flames almost as soon as composed.

You will now ask, "What caused him to lead the life of a hermit?" This question has never been answered. It is commonly supposed that he had been the victim of some disappointment; but we have nothing to relieve the supposition. Members of his family have, since his death, visited Niagara; from whom we learn only that Francis was a son of the late John Abbott, of Plymouth, England, a member of the Society of Friends, and that in his youth he alternated the most indefatigable devotion to his studies with the most excessive dissipations of a gay metropolis. If we were to decide from our present knowledge of his history, we should say that his social eccentricities were owing rather to the constitutional tendencies of his mind, developed by the tenor of his early life, than to any one controlling circumstance; that study, dissipation, and, possibly, disappointments, had so far destroyed the harmony of both mind and body, that, with Childe Harold before him, he

"From his native land resolved to go,
And visit scorching climes beyond the sea;
With pleasure drugged, he almost longed for woe,
And e'en for change of scene, would seek the shades below."

We have given only what we *know* of his life. There still remains a wide margin which each may fill up, as best suits himself, with the speculations of romance.

Gallant Feat of Mr. Robinson.

Begging your pardon for detaining you here so long, let us continue our course around the island.

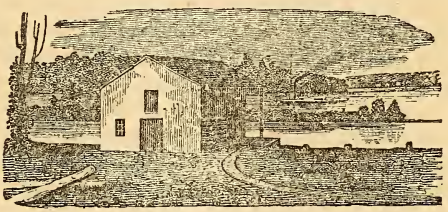
On this rise of ground, a few rods above the Hermit's Cascade, pause a moment, while we relate a gallant feat performed here in June of 1854. A large sand-scow had broken loose from its moorings, and lodged between two rocks nearly opposite the head of the island, and in range with the furthest of the Three Sisters. Property was on board, and Mr. Robinson consented to undertake to save it. Accordingly, in the presence of hundreds of spectators, accompanied by his son, he pushed his skiff from the head of the island, struck out above the boat, and then dropped with the speed of an arrow down the current. With incredible quickness the son sprang from the skiff at the right moment, and secured it to the scow. *But how to return!* Strangers said that *he couldn't do it.* Those who knew Mr. Robinson felt that he *would*, while they wondered how he *could!* Below him is a cascade eight feet high; there is a danger of his going over that, and then — but meanwhile the father is again in the skiff, and now the son loosens the fastening, and there they go like thought. "*They're lost!*" runs through the crowd on shore. They are nearing the fall; in a second they are on its brink, and — a graceful touch of the oars, and the flying boat is as motionless as if on land. Their skiff is poised on the very verge of that wild cascade; "but they can return," was now the hope and the thought of all. Quickly they lift their oars, — and quickly are lost in the dashing surge.

They are not *lost* long, however; for, landing on the second "Sister," they carry their boat to the foot of that island, launch it again in the waves, and careering in a bold sweep through the rapids, reach the shore amid deafening plaudits.

A few rods further on, and you have reached the

Head of Goat Island.

This point commands a comprehensive view in outline of the river and its environs for some miles of its course. Looking up the right bank, you behold, at a distance of about one mile, a small, white farm-house, with a chimney of most disproportionate size. This



SCHLOSSER LANDING.

is the site of the old Fort Schlosser, a name celebrated in border story. That towering chimney was taken entire from the mess-house attached to the establishment. This fort was built at an early date by the French, and called by them Little Fort. At the close of the Anglo-French war in America, it was ceded to the English, and was first occupied as a military post of the latter by Capt. Schlosser, from whom it derived

its second name. One mile above Fort Schlosser is *Schlosser Landing.* In a diagonal direction from this point, and near the Canada shore, is

Navy Island.

This island has an area of 304 acres, and belongs to the realms of Her Britannic Majesty. It is closely associated with Schlosser by an affair which, as it has not yet found its way into the pages of Bancroft or Hildreth, we will briefly relate: In 1837, a rebellion was stirred up against the authorities of Canada, by some disaffected "Radicals," under the leadership of Wm. Lyon McKenzie and some others; but, Her Majesty's subjects not caring to side with the "Rebels" in any great number, the movement was speedily put down. But not so the leaders. They — *i. e.* McKenzie, Gen. Sutherland, and five or six and twenty others — at the suggestion of a Dr. Chapin of Buffalo, unfurled the standard of rebellion over this island, designing to make it a *rendezvous* for the restlessly patriotic of both sides of the river, until sufficient strength should be gained to renew the attack. Matters were going on pleasantly — the "Patriots" being daily edified by accessions to their strength, though greatly demoralized by a barrel of whisky that found its way to their panting hearts — when the difficulty of "transporting volunteers and supplies to their place of destination," and "the number of persons from motives of business or curiosity constantly desirous of passing and repassing from the main-land to the patriot camp, suggested to

Mr. Wells, the owner of a small steamboat lying at Buffalo, called the Caroline, the idea of taking out the necessary papers, and running his vessel as a ferry-boat between the American shore and the islands, for his own pecuniary emolument." * Accordingly, Friday, December 29, the Caroline left Buffalo for Schlosser; and after having arrived, having made several trips during the day, on account of the owner, was moored to the wharf at Schlosser Landing during the night.

Colonel Sir Allan McNab, then commanding at Chippewa a detachment of Her Majesty's forces, having got word of the enterprise of the Caroline, resolved upon a deed which relieves the farcical story of the rebellion by a dash of genuine outrage. It is asserted that Sir Allan was informed that the Caroline was in the interest of the Patriots, chartered for their use, and intended to act offensively against the Canadian authorities. Whether this be true or not, he planned her destruction that very night. For this purpose, a chosen band is detailed, and placed under the command of a Captain Drew, a retired-on-half-pay officer of the royal navy.

At midnight the captain received his parting orders from Sir Allan, and the chivalrous band departed in eight boats for the scene of their gallant daring.

The unconscious Caroline, meanwhile, lay peacefully at her moorings, beneath the stars and stripes of her country's banner. As the tavern at Schlosser — the

* Peck's Tourist's Companion.

only building near by — could accommodate but a limited number of persons, several had sought a night's lodging within the sides of the boat. Dreaming of no danger, they had retired to rest unprovided with arms. Thus was the night wearing on, when so stealthily came the hostile band that the faint plash of muffled oars was the first intimation the sentry had of their approach. In reply to his question, "Who goes there?" came, first, "*Friends!*" then, a heavy plashing in the water; then, the leaping of armed men to the deck. The bewildered sleepers start from their dreams and rush for the shore. "Cut them down!" shrieks the heroic Drew, as he thrills with the memory of Aboukir and the Nile — "Cut them down, give no quarter." More or less injured, they escape to the shore, with life — all but one, Durfee, the last man to leave, who is brought to the earth by a pistol-shot, a corpse!

A few minutes and the Caroline moves from the shore in flames! Down the wild current she speeds faster and faster, flinging flames in her track, till striking the Canada waters she spurns the contact, leaps like a mad fury, and in a moment more is as dark as the night around her. The common account of this affair takes it for granted that the boat went over the Canada Fall aflame. You will read of the fated vessel lifting her fairy form to the verge of the precipice, lighting up the dark amphitheater of cataracts, etc., to the end of endurance. The case was far otherwise. The physician who was called to the wounded at Schlosser was riding up the river's bank while the Caroline was

descending the rapids. This gentleman testifies that the boat, a perfect mass of illumination, her timbers all aflame, and her pipes red hot, instantly expired when she struck the cascade below the head of Goat Island.

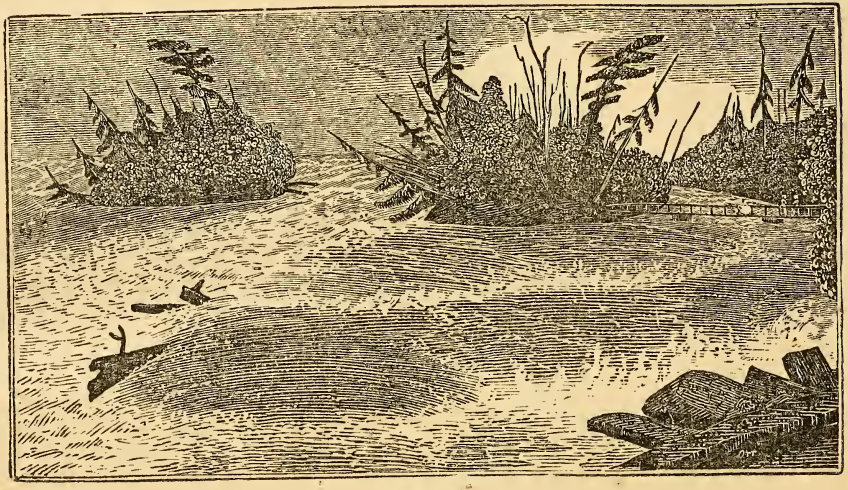
Grand Island

Lies not far above Navy Island, is twelve miles in length, and from two to seven in breadth. The land is highly fertile, and much of it is in actual state of cultivation. It was on this island that the late Major Mordecai M. Noah, of New York, designed to build the "City of Ararat," as a place of refuge for the scattered tribes of Israel. In 1825, he even went so far as to lay the corner-stone, amid infinite pomp, and to erect a monument commemorative of the occasion. The monument is still standing, in excellent state of preservation.

At the foot of this island lies Buckhorn Island, with an area of about 300 acres. Between these two islands is an arm of the river, deep and clear, called

Burnt Ship Bay,

From a circumstance connected with the close of the French war in 1759. The garrison at Schlosser had already made a gallant resistance to one attack of the English, and were preparing for another, when, disheartened by the news of the fall of Quebec, they resolved to destroy the two armed vessels containing their military stores. Accordingly, they brought them to this bay and set them on fire. The wrecks, even at this day, are sometimes visible.



THE RAPIDS

On your return from Goat Island to the main-land, nothing requires special notice until you are again crossing Bath Island Bridge. Standing midway between the toll-house and main-land, and looking toward the precipice, you see, at a distance nearly half-way between the bridge and the cataract, a log protruding from amidst the waves. That is the spot so intimately associated with

The Fate of Avery.

On Friday evening, July 19, 1853, two young Germans, belonging to a sand-scow which lay moored for the night at the French Landing, took a small boat attached to the scow, and started out on the river for a pleasure sail. Nothing more is known of them until the next morning, when one of them, Joseph Avery, was discovered clinging to that log; the other had, doubtless, been carried over the precipice the evening before. The inmates of the toll-house heard cries through the night, but not suspecting their source, gave them no further heed.

As soon as the peril of the man became known, vast numbers of citizens and strangers thronged to the river's side, anxious to witness his escape. A boat was procured, and let down the current by ropes, but it swamped before reaching him. Another was brought and sent to the log, but the lines attached to it became hopelessly entangled among the rocks. In this way, all the plans of the forenoon miscarried. Early in the afternoon, a stoutly built raft was prepared, and let down

the river till it lay along side the log; to which Avery bound himself with cords provided for that purpose; not touching, however, the food that was also sent him, so anxious was he to escape.

The raft was then drawn slowly toward the shore, but had gone only a little way, when it became immovably fixed in the rocks. The excited throngs that had waited since morning for the rescue of the unhappy man, now doubly moved as hope grew fainter and fainter, prayed passionately for his deliverance. The poor fellow himself labored with all his might, in concert with his helpers on the shore, but in vain. It was nearly sunset when the attempt was finally repeated. A ferry-boat was then brought from the ferry, and sent down toward the raft. Seeing it approach, Avery cut away the cords that bound him, and when it was within a few feet of him, sprang to reach it; but, weakened by long fasting and fatigue, his strength failed him, and he struck the water. Just at this crisis, a young man, breathless with haste, presented himself at the bridge, and applied for admission to the guards who were keeping off the crowd. On being refused, he cried out piteously, in broken accents, "*It is my brother!*" He had heard of his brother's peril in a neighboring city, and had hurried to the scene of danger, only in time to hear that brother hailed by the despairing cries of thousands, and to see him struggling amid the wild waves that soon closed over him forever.

Having now visited the most interesting portion of the scenery on the American side, you will, perhaps,

wish to cross the river, and explore the Canadian bank; if so, for topographical directions, turn to page 45. For convenience of reference, we shall first complete our view of the American side, and then take up the Canadian topics by themselves.

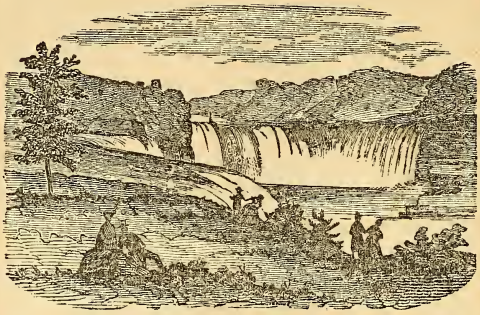
Following the course of the river from the bridge toward the precipice, whether on the bank or through Ferry Grove, a short walk brings you to

The Ferry Railway and Stairs.

Which descend through a cut in the bank to the water's edge, a distance of 360 feet. The spiral stairs constructed here in 1825, having become shaky with age, the present novel but commodious contrivance was inaugurated in 1845. The flight of stairs leading along the railway consists of 290 steps. The car is drawn up the inclined plane by water-power — an overshot-wheel being turned by a stream diverted from the river for that purpose. Around a wheel eight feet in diameter, which turns in a horizontal position at the head of the railway, runs a cable two and a half inches in diameter and 300 feet in length, attached to a car at either end, and supported by pulleys placed at convenient intervals down the grade.

Point View

Is a sudden elevation of the bank a few rods below the ferry-house. Until five or six years ago, the adjacent grounds were tastefully arranged into a pleasure-garden and bowling-green. Upon this spot stood a



POINT VIEW.

Chinese Pagoda, surmounted by a camera-obscura. A few rods to the east of this stood the cabin of Francis Abbott. *Apropos* of the place, we subjoin

Stanzas

Addressed to the sojourners at Niagara Falls, on commencing building the Pagoda, Aug. 11, 1843.

Those who have rambled o'er the wild domain,
And still desire to view it once again,
Enter the garden where an Abbott dwelt,
And roam where he, enraptured, gazed and knelt.
Still, even yet those plaintive strains I hear,
Which once he wakened—and the pensive tear
Steals softly o'er my cheek, while the full heart
Essays to know what sorrow winged the dart
Which sent him forth, a wanderer from his home,
'Mid these majestic scenes in silent grief to roam.

Say, wanderers! would ye dare the wild excess
Of joy and wonder words can ne'er express?
Would ye fain steal a glance o'er life's dark sea,
And gaze, though trembling, on eternity?
Would ye look out, look down, where God has set
His mighty signet? Come — come higher yet,
And from the unfinished structure gaze abroad,
And wonder at the power of God;
To the Pagoda's utmost height ascend,
And see earth, air, and sky, in one alembic blend!

Up — though the trembling limb and nerveless hand
Strive to detain thee on the solid land;
Up — though the heart may fail, the eye grow dim,
Soon will the spirit nerve the quivering limb.
Up the rude ladder! gain the utmost verge;
Far, far below, behold the angry surge;
Beneath your feet the rainbow's arch declines,
Gleaming with richer gems than India's mines;
And deep within the gulf, yet farther down,
'Mid mist, and foam, and spray, behold Niagara's crown.

ALMIRA.

Catlin's Cave.

Two caves were discovered about three-fourths of a mile below the ferry, in 1825, by a Mr. Catlin of Lockport. The one which bears his name — the larger and more curious of the two — is "a round hollow in the center of a large, and nearly spherical rock, formed by a deposit of calcareous tufa, from the drippings of lime-water springs, which gush out of the rocks in many places at and near the cave." The entrance to this cave is extremely contracted, being hardly large enough to admit a medium sized man; and the cave itself is

but little more than ten feet in its greatest dimension. The other, called

Giant's Cave

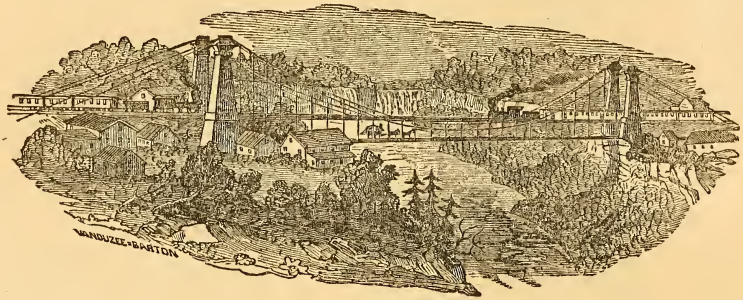
Is a little distance above the former, and differs from it in being the result of mechanical, as that was of chemical agency. The hollow was formed by the disintegration of a portion of the cliff, and somewhat resembles an immense fireplace. In both of these caves, specimens of petrified moss, and stalactite forms of carbonate of lime are found; but not always.

From the difficulty, if not danger, of reaching these caves, they are seldom visited by strangers, and to most persons would, perhaps, not repay the trouble of a visit.

The Suspension Bridge

Spans the river two miles below the Falls. This stupendous enterprise was commenced in the summer of 1852. It is the work of John A. Roebling, of Trenton, New Jersey, whose distinguished reputation as an engineer has long been established by the successful construction of several of the best known suspension bridges and aqueducts in the United States.

It forms a single span of 800 feet in length between the towers, and consists of two floors; the upper, or railway floor, being eighteen feet above the lower or carriage way. These floors are connected together at the sides by open truss work, so as to form, as it were, an immense car, 800 feet long, 24 feet wide, and 18 feet high — all suspended by wire ropes from four



SUSPENSION BRIDGE.

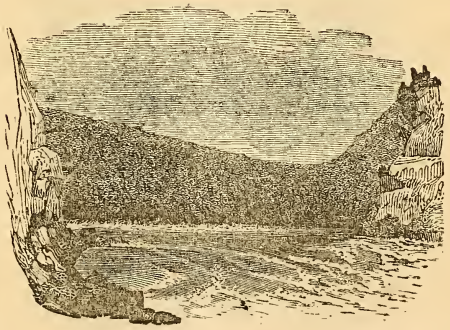
cables of about ten inches in diameter, each. Two of the cables have a deflection of fifty-four feet, and sustain the upper floor; the remaining two, a deflection of sixty-four feet, and support the lower floor. The connection, however, of the floors by means of the side trusses, is such as to cause an equal strain on both sets of cables, from any load passing over either the upper or lower floor. The cables are composed of No. 9 wire, and are fastened, on both sides of the river, by massive iron chains let down from twenty to thirty feet into the native rock, and resting upon cast-iron saddles on the tops of the towers.

The following statement will be interesting to the general reader, and may be relied on as correct:

The towers are 15 feet square at the base, and 8 feet square at the top.	
Height of the American towers above the rock, ...	88 feet.
Height of the Canadian towers above the rock, ...	78 "
Length of each of the upper cables, .	1,256 "
Length of each of the lower cables, .	1,190 "
Average number of wires in each cable,	3,684
Total number of wires in all four cables,	14,736
Number of feet of wire, ...	18,129,004
Number of feet of wire in wire rope, .	3,043,022
Aggregate length of wire, 20,463,422 feet, or more than 4000 miles.	
Ultimate capacity of the four cables,	12,400 tons.
Total weight of the Suspension Bridge,	800 "

This ample capacity of the cables will be better appreciated when it is stated that the total weight of a loaded train of double freight cars covering the entire length of the bridge, including the weight of the locomotive, and added to the above weight of the superstructure, would be less than 1300 tons.

The successful completion of this bridge must be considered as a new and most important era in the history of scientific achievement. It presents the suspension principle in a manner decidedly original, and combines, in a most astonishing degree, strength, stiffness, durability, and beauty.



The Whirlpool.

Three miles below the Falls, the river turns abruptly in its course, and springs away to the right. At this point the current breaks against a spur of the Canadian

cliff, and a part of it, being thrown to the left, sweeps around in a circular direction before reuniting with the main stream. This circular current is called the Whirlpool. It is usually esteemed by tourists an object of considerable interest. An easy path and stairway lead down the bank, and the descent is quite free from danger. The scenery around this place is sublimely wild and picturesque.

The Devil's Hole.

Three miles and a half below the Falls, is a large, triangular chasm in the river's bank. Into this chasm

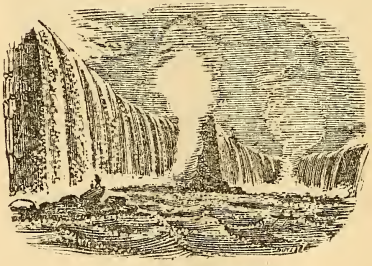
falls a small stream called the Bloody Run. Whatever interest the place may possess, aside from its unmitigated gloom, is derived from association with the tragic event that occurred here in 1763, commonly known as the

Legend of the Bloody Run.

Among the papers of Sir William Johnson, now deposited with the Secretary of State, at Albany, the original of the following account is to be found. The account itself we extract from Mr. Turner's excellent "History of the Holland Purchase."

"After the possession of Fort Niagara and Schlosser by the English, Sir William Johnson made a contract with John Stedman to construct a portage road between Lewiston and Schlosser, to facilitate the transportation of provisions and military stores from one place to the other. The road was finished on the 20th of June, 1763, and twenty-five loaded wagons started to go over it, under the conduct of Stedman, as the contractor for army transportation, accompanied by 'fifty soldiers and their officers,' as a guard. A large force of Seneca Indians, in anticipation of the movement, had collected, and lain in ambush near what is now called the Devil's Hole. As the English party were passing the place, the Indians sallied out, surrounded teams, drivers, and guard, and 'either killed on the spot, or drove off the bank,' the whole party, 'except Mr. Stedman, who was on horseback.' An Indian seized his bridle-reins, and was leading him east

to the woods, through the scene of bloody strife, probably for the purpose of devoting him to the more excruciating torments of a sacrifice; but while the captor's attention was drawn in another direction for a moment, Stedman, with his knife, cut the reins near the bits, at the same time thrusting his spurs into the flanks of his horse, and dashing into the forest — the target for a hundred rifles. He escaped unhurt. Bearing east about two miles, he struck Gill Creek, which he followed to Schlosser." The Indians, convinced that this miraculous escape was the work of the Great Spirit, made Stedman a present of all the land he had surrounded in his course. This land the heirs of Stedman have claimed at law, but the claim has never held good.



CROSSING THE RIVER.

CANADA SIDE.

Crossing the River.

THE advisable course, we think, is to cross the river at the Ferry in going, and at the Suspension Bridge in returning. The best time for crossing at the Ferry, in summer, is either in the morning, or two or three hours before sunset. If the light is favorable,—and in summer, at these hours, it almost always is,—this crossing will probably afford you your most vivid and lasting impression of the Falls. Nowhere do you have so fine a view of the Falls as *from below*. You may here test in your own experience the worth of Burke's æsthetic principle with regard to height and depth: "I am apt to imagine [Burke on the Sublime and Beautiful, §8,] that height is less grand than depth, and that we are more struck at looking down from a precipice, than looking up at an object of equal height; but of that I am not very sure." This was a necessary result of connecting the feeling of the sublime with that of self-preservation. We doubtless feel more of *terror* (are more "struck") in looking down a depth than up a height; but terror, so far from being a principle, or even a condition of sublimity, can not for a moment coexist with its nobler forms.

Carriages await you at the landing on the Canada side. The distance up the bank from the water's edge

to the Clifton House is 160 rods. Proceeding from the Clifton House along the bank toward the Canadian Fall, the first object to arrest your steps is

Barnett's Museum.

This collection of natural and artificial curiosities is well worth seeing. The galleries are arranged to represent a forest scene, filled with beasts, birds, and creeping things. There are, besides, several chained-up ferocities in the yard, and a tastefully arranged green-house in the garden. The admission fee is twenty-five cents.

A few rods below the museum, Miss Martha K. Rugg fell from the bank while attempting to pick a flower that grew on its edge. She was living when reached; but expired soon afterward. This accident occurred Aug. 24, 1844.

Table Rock

Is about twenty rods above the museum, at the angle formed by the Horseshoe Fall with the Canadian bank. The bank here sends out, far beyond the line of its general perpendicular, a regular table-like ledge of rock, in the same plane with the crest of the cataract.

The form and dimensions of Table Rock have been changed by frequent and violent disruptions. In July, 1818, a mass broke off 160 feet in length, and from thirty to forty feet in width. December 9, 1828, three immense portions, reaching under the Horseshoe Fall, fell "with a shock like an earthquake." In the summer

of 1829, another large mass fell off, and June 26, 1850, a piece 200 feet long, 60 feet wide, and 100 feet thick. In the part of Table Rock that still remains there is a fissure 125 feet long, and 60 feet deep. Those who wish to go under the Horseshoe Fall can descend a road, cut from the museum to the foot of the fall, or by an inferior looking flight of stairs, and pass under Table Rock to do so.

It was on Table Rock that Mrs. Sigourney wrote her spirited

Apostrophe to Niagara.

Flow on, forever, in thy glorious robe
Of terror and of beauty. God has sat
His rainbow on thy forehead, and the clouds
Mantled around thy feet. And He doth give
Thy voice of thunder power to speak of Him
Eternally: — bidding the lip of man
Keep silence, and upon thy rocky altar, pour
Incense of awe-struck praise.
And who can dare
To lift the insect trump of earthly hope,
Or love, or sorrow, 'mid the peal sublime
Of thy tremendous hymn! Even ocean shrinks
Back from thy brotherhood, and his wild waves
Retire abashed; for he doth sometimes seem
To sleep like a spent laborer, and recall
His wearied billows from their vieing play,
And lull them to a cradle calm: but thou,
With everlasting, undecaying tide,
Dost rest not night nor day.
The morning stars
When first they sang o'er young creation's birth,
Heard thy deep anthem; and those wrecking fires
That wait the archangel's signal, to dissolve

The solid earth, shall find Jehovah's name
Graven, as with a thousand diamond spears,
On thine unfathomed page. Each leafy bough
That lifts itself within thy proud domain,
Doth gather greenness from thy living spray,
And tremble at the baptism. Lo! yon birds
Do venture boldly near, bathing their wings
Amid thy foam and mist. 'T is meet for them
To touch thy garments here, or lightly stir
The snowy leaflets of this vapor wreath,
Who sport unharmed on the fleecy cloud,
And listen at the echoing gate of heaven
Without reproof. But as for us, it seems
Scarce lawful with our broken tones to speak
Familiarly of thee. Methinks, to tint
Thy glorious features with our pencil's point,
Or woo thee with the tablet of a song,
Were profanation.
Thou dost make the soul
A wondering witness of thy majesty;
And while it rushes with delirious joy
To tread thy vestibule, dost chain its step,
And check its rapture, with the humbling view
Of its own nothingness, bidding it stand
In the dread presence of the Invisible,
As if to answer to its God through thee.

Burning Spring

Is about one mile above Table Rock, near the river's edge. The water of the spring is highly charged with sulphureted hydrogen gas, and emits a pale, blue light when ignited. To heighten the effect, the phenomenon of the burning water is exhibited in a darkened room.

Near this spot was fought the battle of Chippewa, July 5, 1814.

Lundy's Lane Battle Ground

Is one mile and a half westwardly from the Falls. On this plain was fought the great battle of the last war, July 25, 1814. The loss on both sides, in killed and wounded, was nearly 1800. The village near by is called Drummondville, in memory of Gen. Drummond, then commander of the British forces on the line.

Bender's Cave

Is one mile below the Clifton House, and twenty feet below the top of the bank. The cave is a natural hollow in the rock, in shape somewhat resembling a large oven, and measuring about forty feet in breadth and depth. Hermits are respectfully invited to call and examine.

The new Maid of the Mist.

This beautiful little steamer makes hourly trips every day, Sundays excepted, during the summer season, between the Suspension Bridge and the Falls. From the bridge you have a fine view of her, either lying at her mooring, or in graceful motion on her feathery course. A trip on the "Maid" can not fail to prove a thrilling experience to the most immovably apathetic. Passing through two miles of the romantic gorge of the Niagara, in full view of its giant wonders, she dashes into the very jaws of the cataract, and emerging gaily from enveloping rainbows and spray, turns proudly on her homeward track. The sublimity of the scene in

passing through the whirling spray cloud, is utterly ineffable.

The first, or *trial-steamer*, was launched in 1846, and performed her trips regularly for six years, without an accident. The new Maid of the Mist is in every way a superior boat. She is of one hundred and seventy tons burden, propelled by an engine of over one hundred horse-power, built expressly for this route.

Those wishing to make the trip will find omnibuses running from the depots and hotels in connection with the boat. The boat also touches for passengers at both the ferry landings. Water-proof dresses furnished on board, free of charge, for those who wish to remain on deck while passing the Falls.

This trip is considered by the ablest judges to be perfectly safe, both from the ample security of the boat itself, and from the peculiar character of this part of Niagara river. An evidence of this is the fact that the boat is insured at one-half of the usual rate on the adjacent lakes. Let us now return whence we set out, to the

Village of Niagara Falls.

This place is not yet large, it is true, but its recent growth has been extremely rapid. Within the last five years its population has increased from one thousand to nearly three thousand persons. Buildings are everywhere springing up, and yet not fast enough to meet the demand. The peculiarities of the place adapt it to all classes of persons — to the adventurer, the

capitalist, the amateur, the rigid utilitarian, and the lover of elegant retirement. One great cause of its present prosperity is found in the energetic efforts now making to render available for mechanical purposes the vast wealth of natural power that has here slumbered for ages. An instance of this is the hydraulic canal now in process of cutting, from a point about a mile above the precipice to a point a half a mile below it. The completion of this enterprise is confidently awaited as the beginning of a new era in the industrial history of this part of the country. The village is not yet large enough to render a particular account of its topography necessary. The stores and hotels are situated principally on Main Street. The churches stand on the street immediately in the rear; that is, to the east of this. The white frame church belongs to the Methodist denomination; the large stone one, with the town clock in its steeple, to the Presbyterian; the brown church, surmounted by a cross, to the Episcopalian; and the white stone building north of this, to the Baptist. The Romish church stands back of the third street in the rear of this.

Niagara by Moonlight.

There is much the same difference between Niagara in the "garish light of day" and Niagara bathed in the soft splendor of moonlight, that there would be between the Paradise Lost in the freedom of its epic grandeur and the same translated into vapid prose. The peculiar charm of the scene is not in the separate enjoyment of

the silvery light and of the forceful flood, nor yet in any contrast between the grace of the one and the strength of the other, but in the instantaneous blending of complementary influences, a sort of "gladness in accomplished promise." The peculiar effect of moonlight upon the features of a landscape is to harmonize, to soften, to spiritualize. Every thing within its smile is lighter and more graceful. The rivers are turned into "vales of winding light;" the cliffs loose their harshness of outline; the trees, in their picturesque repose, look like the trees of a dream; even sound itself, in sympathy with the scene, falls upon the ear with softer cadence. A favorite haunt at Niagara in this magical season is Goat Island. It is here that the best views are obtained of that rare phenomenon, the Lunar Bow. At the time of the full moon this exhibition is as perfect as lunar light can make it. At best, however, it is very faint, a mere belt of the saintly hue. Many persons consider the lunar bow a sufficient justification of immoderate raptures; but its attractiveness, we can not but think, is owing more to its being so seldom seen than to any intrinsic beauty it may possess.

Indian Tradition.

In connection with a list of the casualties at the Falls, it is usual to mention a tradition among the Indians that at least two persons must annually be sacrificed to the Great Spirit of these waters. The limit on one side, at least, has often been too sadly transcended.

Niagara in Winter.

Comparatively few persons know any thing of the indescribable grandeur of Niagara in winter. The most appreciative of those who have seen it at this season pronounce the view superior, in its kind, to that of the summer scene. We copy the following from the editorial colums of the *Louisville Journal.* It is worthy the pen of its poet editor.

"No one truly appreciates Niagara who has not seen it in midwinter. Deeply as the manifold grandeur and beauty of its summer aspect impresses the beholder, and solemn and delicious as are the emotions it inspires when arrayed in the rich drapery of autumn, it is still more impressive when clad in the superb and dazzling livery of winter. There are few who have had the fortune or the hardihood to visit the great cataract at all seasons, who will not heartily unite in this judgment. We have looked upon it every month in the year, and under almost every possible relation, and never without a sense of strange, inexpressible elevation, such as one might experience in the actual presence of the Infinite; but at no period have we ever felt so exalted and transported by its magical sublimity as in the depth of winter. There is at this time a universal bleakness which repels the vision from discursive movement, and concentrates it, with overwhelming effect, upon the brilliant spectacle of the cataract itself; and certainly that spectacle is among the most striking and splendid of earthly scenes. We know of no mere physical

appearance that can rival it in those features which impress the human mind most deeply and permanently.

"Its wonderful enchantment is chiefly due to the gradual freezing of the spray, blown thinly over the islands and adjacent shores, until the simplest objects assume the most grotesque or significant forms, shaped in transparent ice. Very marvelous is the change to one who stood by that majestic tide in the bright hours of August or October. The islands that were then carpeted with verdure, and beaming with the soft tints of summer, are now laid in ice as pure and solid as the most stainless Parian; while the trees and shrubs, that so lately blazed with the splendors of autumn, are robed in the same spotless vesture, and borne down to the very ground by its massy weight. Even the giant rocks that shoot up so boldly from the far depths of the precipice are hooded and wrapped with vast breadths of ice, as if to rebuke their fantastic impertinence. All things are incased and enveloped with gleaming ice. Ice islands are covered with forests of ice that bend down to the ice with the iciest of fruits. Everywhere but in the immediate channel of the swollen and surging river, the ice-giant reigns sovereign of the ascendant — as sovereign as the Scandinavian mythology would have him reign in the generation of the universe. Indeed, when one looks over this shivering but radiant scene, it is easy to sympathize with the ancient Scalds, who held ice to be the primeval matter.

"One of the most singular effects of this frosty

dominion is displayed upon Luna Island, (of beautiful memory,) where the trees are bowed down to the earth with their snowy vestments, like so many white nuns doing saintly homage to the genius of the place. But the most magnificent and bewitching effect is produced by the morning sun when it pours over these fairy-like islands and forests a flood of kindling rays. At such a moment the characteristic attributes of Niagara seem fused and heightened into 'something more exquisite still.' Its intrinsic sublimity and beauty experience a literal transfiguration. Nature is visibly idealized. Nothing more brilliant or enchanting can be conceived. The brightest tales of magic 'pale their ineffectual fires.' Islands, whose flowers are thickset with diamonds, and forests, whose branches are glittering with brilliants, and amethists, and pearls, seem no longer a luxurious figment of genius, but a living and beaming reality. One feels in the midst of such blazing corruscations and such glorious bursts of radiance as if the magician's ring had been slipped upon his finger unawares, and, rubbed unwittingly, had summoned the gorgeous scene before him. It is as if Mammoth Cave, with its groves of stalactites, and crystal bowers, and gothic avenue and halls, and star chambers, and flashing grottoes, were suddenly uncapped to the wintry sun, and bathed in his thrilling beams; or as if the fabled palace of Neptune had risen abruptly from the deep, and were flinging its splendors in the eye of heaven.

"It is indeed a scene of peerless grandeur, and would richly repay a pilgrimage from the extremest

limits of the nation. A man of taste and feeling should be willing to 'put a girdle round the globe' to witness it. We are amazed that parties of enterprising tourists do not flock thither from all quarters of the Union. They surely have little passion for the sublime and beautiful who think of the scene only to shudder at it and forego it.

"A recent visitor to Niagara states that he found himself preceded a few days by a large party from the sunny region of Barbadoes. We suppose that, since the hurricane season is over, the gay adventurers of that beautiful island are dying of *ennui*. They can hardly find a nobler substitute for their loved whirlwinds and tornadoes than Niagara in its winter robes."

Hackmen and Guides.

Complaints are frequently made by strangers of being outrageously *gulled* by hackmen and guides. This complaint is a general one, and there is no reason for making it with peculiar emphasis at Niagara. The experienced tourist will always settle the price beforehand, and so avoid any unpleasant scene at the end of his trip. This precaution, so regularly observed in all other matters, should not be omitted in this; the *price* of a thing should be known before we engage to *pay* for it. The usual charge for carriages is one dollar an hour. The compensation for the service of guides is less definitely fixed. Other complaints, of a less specific character, are also often made; such as, "a quarter is demanded at every corner," &c. The truth is, no more

money is asked here than elsewhere for an equal, or perhaps less amount of value received; but the greater part of the world are so much accustomed to consider a tangible, material return as the only form of the *quid pro quo*, that they can not understand how so gross an affair as money should enter into considerations of this kind, and consequently regret its expenditure the more keenly.

Retrocession of the Falls.

We copy the following from Prof's Gray & Adams' Geology: "One of the most magnificent and instructive examples of the denuding agency of rivers is to be seen in the retrocession of the *Niagara Falls*, which have cut an enormous ravine from Queenstown, seven miles back, to their present situation. Soft shales at the base of the falls underlie the harder limestone, which is gradually undermined, and fragments of the overlying rock are detached from above. In this way, the falls are now retrograding at a rate not easily reckoned with precision for the want of historical data, but variously estimated to average from one foot to one yard per year. As the rocks have a small dip backward in the direction of Lake Erie, the water will at length cease to act on the soft shales for the want of sufficient fall below to remove the materials. The process will therefore be arrested long before the falls can have traveled back as far as the lake."

Quantity of Water.

In crossing the river just below the falls, the view is justly regarded as one of the most sublime in the natural world. As you look up from the deep ravine, you see at least 20,000,000 cubic feet of water each minute rushing down from a height of 160 feet, and appearing in truth

"As if God poured it from his 'hollow hand'
—and had bid
Its flood to chronicle the ages back,
And notch his centuries in the eternal rock."

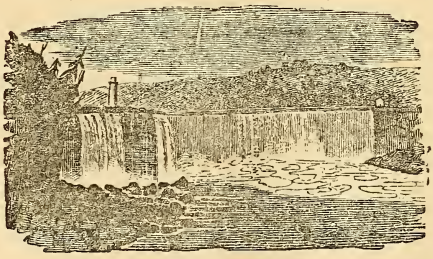


TABLE ROCK.

VIEW FROM THE CANADA SIDE.

The Niagara Frontier.

After the battle of Chippewa, Gen. Brown wrote to a friend, from his encampment at Queenston, as follows: "I have now seen the Falls of Niagara in all their majesty, and my camp is situated in a region affording the most sublime and beautiful scenery. I can fancy nothing equal to it, except the noble contest of gallant men on the field of battle, struggling for their country's glory, and their own." The region to which this tribute so gracefully alludes, the Niagara frontier, it is the design of this section to briefly sketch in its local character and historical relations. Niagara river, from lake to lake, comprehends a length of only about thirty-six miles. Contracted as this border region is, as an important section of the geographical line between governments that have not always been on terms of amity, it has often been made the theater of war. Its localities are therefore associated with the history of our country, and with the fame of her military chieftains, and on this, if on no other account, are worthy a description. The history of this region discloses to our view, first, the lordly Indian roaming the majestic solitude; next, the wary pioneers of the civilization and the vices of Europe, mingling the hereditary hatred of their respective nations when crossing one another's path; then a protracted strife for the mastery between the delegated powers of those nations; then a lull of peace and prosperity; again the atrocities of war; and again and now the blessings of peace.

First, our immediate predecessors,

The Iroquois.

This was the name given by the French to the confederacy of the Five Nations, consisting of the Mohawks, on the river of that name, the Oneidas, on the southern shore of Oneida lake, the Cayugas, near Cayuga lake, and the Senecas, stretching from the Seneca lake to the Niagara river. Father Hennepin says that there were villages of the Senecas on the Niagara, not many miles above the falls. The Iroquois Senecas were therefore the immediate predecessors of the whites on this frontier. Remnants of this once mighty people, whom Volney, in a burst of enthusiasm, called the Romans of the West, still linger around their primeval homesteads. The Tuscaroras, a tribe incorporated with the Iroquois in 1712, still enjoy the *reservation* of their lands, and occupy a village about nine miles from the Falls. The remains of the Senecas dwell further to the south. It is a curious fact that while the rapacity of the white man has stripped them almost entirely of their possessions, and shorn them of their power, their ancient league is still in force, their traditional customs still observed. Yearly they glide to their council-fire, through the waving grain-lands of their once forest home, like lingering spirits of the past, to banquet on the recollections of their traditionary greatness. "From their ancient seat at Onondaga, the council-fire is transferred to Tonawanda. Here their representatives

yet assemble and perform their ancient rites and ceremonies."

It must not, however, be inferred that the Iroquois Senecas were the original proprietors of the soil, or the first of whom we have any account. Just above the horizon of history flits the shadow of a great and peaceful tribe,

The Neuter Nation,

Supposed to be identical with the Kah-Kwas, "in whose wigwams the fierce Hurons and relentless Iroquois met on *neutral ground*." Father L'Allemant, in 1641, mentions distinctly "the easternmost village of the Neutral Nation, 'Ongniaarha,' (Niagara,) of the same name as the river." In the following year Charlevoix also mentions this people, and says that they were called "'neutral' because they took no part in the wars which desolated the country." Canada West was the seat of the "fierce Hurons." Situated between this warlike people and the Iroquois, the neutrality of the Kah-Kwas could not long be preserved. "To avoid the fury of the Iroquois they joined them against the Hurons, but gained nothing by the union." They fell victims to the furious power they sought to conciliate, and disappeared as a nation about the year 1643. To their seats, as we have said, succeeded the Senecas, who were in occupation of them, when first visited by

The European Pioneers.

It is not known when this region was first visited by

Europeans, though such an event was *possible* any time after the discovery of the St. Lawrence, in 1534.

"French traders are said to have visited the Falls as early as 1610 and '15, but there are no authentic accounts to confirm this statement." Side by side with the French trader came the missionary priest,—first the humble Franciscan, and then the wary disciple of Loyola. Father L'Allemant, writing of the Neuter Nation from St. Mary's Mission in 1641, says: "Although many of our French in that quarter have visited this people to profit by their furs and other commodities, we have no knowledge of any who have been there to preach the gospel except Father De La Roch Daillon, a recollet, who passed the winter there in the year 1626." This good father was probably the first European in western New York, and even of him it is said "there is no evidence that he ever saw the Falls." In the fall of 1640, two missionary fathers, Jean de Breboeuf and Joseph Marie Chaumont found their way to some part of this region, but if they saw the Falls they made no mention of them. In 1660, Ducreux wrote a work called "Historiæ Canadensis," and noted the Falls on a map; but the probability is that he took them from hearsay, as he makes no allusion to them in his narrative.

The Expedition of La Salle.

Robert Cavalier de La Salle, a native of France, set out for the new world in 1667. Following up the St. Lawrence, he explored Lake Ontario, and ascended to Lake Erie. La Salle had heard from the Indians of

the majestic Ohio, and of the fertile regions beyond; and in the mind of this man was first formed the project of uniting Canada with the valley of the Mississippi by a chain of military posts. Presenting his plans in a memorial to his government, and obtaining a commission for the exploration of the Father of Waters, he set out on his expedition in the fall of 1678, with a numerous band of followers, among whom was Tonti, the Italian, and Father Hennepin. Touching at the present site of Fort Niagara, he there established a trading post. Making the portage from Lewiston to Cayuga creek, on the American side, the whole company improved the opportunity of viewing the Falls. Good Father Hennepin was quite bowed down beneath their grandeur. He is confident that they are above six hundred feet high, and describes them as "a vast and prodigious cadence of water, which falls down after a surprising and astonishing manner, insomuch that the universe does not afford its parallel." As they purposed visiting the head waters of the Mississippi, it was necessary first to build a suitable vessel to navigate the upper lakes. Accordingly a vessel of sixty tons burden was built at the mouth of the Cayuga creek, on the American side of the river, about five miles above the Falls. The vessel was named the "Griffin," in allusion to the arms of the Count de Frontenac, the early patron of La Salle. On the 7th of August, 1679, amid the firing of guns, and the singing of the *Te Deum*, the Griffin lifted her sails to the breeze—the first keel to enter the waters of the upper lakes.

The Expedition of De Nonville.

When Champlain came out from France in 1603, he unwisely made the Iroquois the deadly enemies of the French, by actively co-operating with the Hurons against them. This course of policy had been afterward pursued as a tradition, and when the Marquis de Nonville succeeded to the government of New France, in 1685, he found himself involved in a war with the Iroquois, in defense of his Indian allies of the west. He at once resolved to attack the Senecas first, and to build a fort at Niagara, where La Salle had left a trading post. "The commandants of the French posts at the west were ordered to rendezvous at Niagara, with their troops, and the warriors of their Indian allies in that quarter." The French army set out from Montreal on the 13th of June, and reached Irondequoit, on the southern shore of Lake Ontario, on the 12th of July. According to previous arrangement, the commandant at Niagara, with the reinforcements from the west, reached Irondequoit in the same hour with the division of De Nonville.

After laying waste the country in his course, and taking formal possession of some of the principal villages of the Senecas, De Nonville dispatched a detachment to Fort Frontenac, (Kingston,) to communicate the result of the expedition, and with the rest of his force, set out for Niagara on the 26th, which he reached on the 30th. "In three days," says he, "the army had so fortified the post as to put it in a good condition

of defense in case of an assault." A detachment of one hundred men left here, soon fell beneath the combined attacks of disease and the Senecas, and the post was again deserted. De Nonville left Niagara on the 2d of August. La Hontan was ordered to take a detachment of troops, and accompany the Indian allies on their return to the west. Rowing up from the fort to Lewiston, they carried their canoes over the portage on the American side, and launched them again at Schlosser. Scarcely had they pushed their skiffs from the shore, when a "thousand Iroquois" appeared on the river's bank. It was under the terror of such a pursuit that La Hontan, with three or four savages, left the main body to catch a hurried glimpse of that "fearful cataract" which, in his trepidation, he describes as "seven or eight hundred feet high, and half a league broad."

The facts of De Nonville's expedition are woven into W. H. C. Hosmer's beautiful poem of "Yonnondio."

The Tuscaroras.

The Tuscurora reservation is upon a mountain ridge in the town of Lewiston, about nine miles north-east of the Falls. Driven from their original seats in North Carolina by the aggressions of the whites, they migrated to New York in 1712, and became merged in the confederacy of the Iroquois. In the revolutionary war a part of them inclined to the English, and a part remained neutral. "Such portions of the Tuscaroras and Oneidas as had been allies of the English in their flight from the total rout of Gen. Sullivan, embarked

in canoes upon Oneida lake, and down the Oswego river, coasting along up Lake Ontario to the British garrison at Fort Niagara. In the spring, a part of them returned, and a part of them took possession of a mile square upon the mountain ridge, given them by the Senecas. The Holland Company afterward donated to them two square miles adjoining their reservation, and in 1804 they purchased of the company 4329 acres; the aggregate of which several tracts is their present possessions."

Niagara Frontier in 1812.

President Madison's proclamation of war threw the whole frontier into consternation. The pioneers, unprotected by a sufficient force, and dreading the treacherous warfare of the British Indians, were ready to abandon their homes to the tender mercies of the enemy. The strong positions of the Americans were Buffalo and Fort Niagara; those of the British were Fort Erie and Fort George, a redoubt opposite Black Rock, a battery at Chippewa, another below the falls, and the defenses on Queenston Heights.

On the 11th of August, Major General Van Rensselaer, of the New York militia, established his headquarters at Lewiston. On the 13th of October, he determined to cross the river at Lewiston and take possession of Queenston Heights. The attempt was successful. Shortly after the occupation, Gen. Brock arrived with a reinforcement of 600 troops, and, in attempting to rally them after their first repulse, was

killed. His aiddecamp, McDonald, fell, likewise, by his side. Meanwhile, the British having received another reinforcement, the undisciplined militia of Van Rensselaer's rear division, as they had not yet crossed the river, preferred to remain where they were, although they were obliged to see their gallant companions suffer a *total defeat*. This was the chief event on this frontier, in the campaign of 1812. On the 27th of May, 1813, Gen. Dearborn captured from the British, Fort George, at Newark, near Niagara, at the mouth of the Niagara river.

After the British had withdrawn their regular force from the frontier, M'Clure, the American general in command of Fort George, wantonly burned the town of Newark, leaving its homeless inhabitants exposed to the inclemency of the season, evacuated the conquered territory, and returned to his own side of the river. But retribution was at hand. The post evacuated by M'Clure was soon occupied by Col. Murray with a force of 500 British soldiers and Indians. Gen. M'Clure, feeling perfectly secure of Fort Niagara, took up his head-quarters at Buffalo. Col. Leonard, equally secure, slept in his own house, three miles above the fort. Thus it was that the force of Murray, crossing the river before day-break, at a point about four miles above the fort, called the Five Mile Meadows, surprised the garrison, and made themselves masters of the post. Indian scouts left the main body, like bloodhounds, to scent up their prey. The whole frontier was a scene of the most intense suffering. Lewiston, Niagara Falls, Black

Rock, and Buffalo, fell an easy prey to the destroyer. All fled who could, *the militia frequently leading the van.* "It was a motley throng, flying from the torch and the tomahawk of an invading foe, with hardly the show of a military organization to cover the retreat." Buffalo was burned to the ground on the 30th of December. But the campaign of 1814 was destined to retrieve, as far as possible, the fortunes of this. The executive appointed Gen. Brown to the command in this frontier, associating with him Winfield Scott, Gaines, Miller, and others. Then followed a brilliant succession of victories,—the capture of Fort Erie, the battle of Chippewa, the battle of Lundy's Lane, and finally, the greatest of all victories, peace.

NORTHERN ROUTE.

This route has long been a favorite one with the traveling million, and we doubt not, reader, that you are purposing to enjoy its offered pleasures. Let us, therefore, take the cars at the Falls, and pass along the river's bank to Lewiston, whence the steamers leave daily for Lake Ontario and the St. Lawrence. Nothing of the kind could be more charming than this short railway passage. The distance from the Falls to Lewiston is seven miles. Three miles below the Falls, the road enters, by an excavation, the side of the bank, and the grade continues as far as Lewiston. The train sweeping along this gorge, your admiration is constantly challenged by a panorama of river scenery seldom equaled on the face of the globe. To describe it would require the pen of a Ruskin; to appreciate it, *it must be seen.*

Two miles below the Falls, and adjacent to the Suspension Bridge, is

Niagara City;

For such is the present name of the beautiful village, formerly called Bellevue, from its *fine view* of the Falls in the distance. Before the suspension bridge was constructed here, no village was to be seen. Its

population is now about 1200, and it is still increasing with a rapidity seldom paralleled. On the bank of the river, near the bridge, stands a grist-mill, turned by a wheel placed 280 feet below, with which it communicates by a shaft. The town contains, also, an immense railroad depot, and a sufficient number of stores, offices, and hotels. Among the latter, the massive stone building at the northern extremity of the place is one of the finest structures of the kind in this region of country. The character of Niagara city changes so rapidly in its youthful growth that any but the most general description of it must fail to be permanently true.

Lewiston.

On the 24th of May, 1798, Surveyor General De Witt wrote to Mr. Ellicott, of the Holland Land Company, "to examine where a town could most conveniently be placed on the Niagara river, where the Inidan title had been extinguished," and to "furnish a map and survey thereof." Mr. Ellicott recommended Lewiston as the place; and surely a prettier, or at the time more eligible site, could not have been selected. It lies seven miles below the Falls, nestling at the foot of the mountain amid a wealth of "living greenness"— the very ideal of rural loveliness. As the head of navigation on the lower Niagara, it is a place of considerable importance; but has been much injured by the construction of the Erie and Welland canals. It contains, besides a porportionate number of stores and hotels, churches of all the various denominations, and an academy of considerable

size. In 1812, it was the head-quarters of Gen. Van Rensselaer, of the New York militia.

Lewiston Suspension Bridge.

Just above Lewiston, the Niagara is spanned by the longest and one of the finest suspension bridges in the world. Its span is one thousand and forty-five feet. It is supported by ten cables — five upon a side — carried over massive towers of cut stone, and secured by anchors sunk into the solid rock six or seven feet. The cables are each composed of 250 strands of number ten wire, 1245 feet in length. The ultimate capacity of the bridge is estimated at eight hundred and thirty-five tons. This bridge is the property of a joint company of Canadians and Americans, and was erected in 1850, under the superintendence of E. W. Serrell, Esq., of Canada East.

Queenston:

A small village opposite Lewiston, containing about 200 inhabitants, three churches — Episcopal, Presbyterian, and Baptist — a telegraph office, and a tannery. The name of this place is associated in history with the gallant defence by the British of the adjacent heights, in the war of 1812. The village is prettily situated, but its importance has been lessened by the same causes which have retarded the growth of Lewiston.

Brock's Monument,

On Queenston Heights, just above the village of this name, near the spot where the gallant soldier fell, stands a monument to Gen. Brock, beneath which his ashes and those of his aiddecamp, McDonald, repose. The first monument was completed in 1826, and consisted of a plain shaft of freestone, about 126 feet high, and surmounted by an observatory, reached by spiral stairs on the inside. This was blown up by some miscreant, on the night of the 17th of April, 1840. The present structure, — inaugurated Aug. 13th, 1853, amid the enthusiasm of over ten thousand people present — is far more magnificent than the former. Its whole height is one hundred and eighty-five feet. The subbase is forty feet square and thirty feet high. On this are placed four lions, facing respectively north, south, east, and west. Next is the base of the pedestal, twenty-one feet six inches, square, and ten feet high. Then comes the pedestal, sixteen feet square and ten feet high, bearing a heavy cornice, ornamented with lion heads alternately with wreaths in alto-relievo. From the top of the pedestal to the top of the base of the shaft, the form changes from square to round. The shaft is a fluted column of freestone, seventy-five feet in height, and ten feet in diameter, surmounted by a Corinthian capital, ten feet high, on which is worked in relief a statue of the Goddess of War. Then comes a round dome, nine feet high, which is reached by 250 spiral steps from the base on the inside. The whole

is surmounted by a massive statue of General Isaac Brock.

Fort Niagara.

Is built at the mouth of the Niagara river, on the American side. We have already given the history of this post, in treating of the Niagara Frontier. Within the last few years, important repairs have been made around the fort, and the entire wall has been constructed anew. "During the progress of these repairs, many relics of former days were found. The entrances to several underground passages were discovered; but owing to their ruinous state, they were not entered; could this have been done, no doubt many interesting discoveries would have been made." This spot is interesting as historic ground, when associated with the memory of the heroic La Salle, and the gentle and courtly De Nonville, and all the gallant "chiefs and ladies fair" that have graced its frowning walls. The village adjacent to the fort is called Youngstown, from the name of its founder, the late John Young, Esq. Here was fought the battle of the 24th of July, 1759, in which Prideaux, the English general, fell, and after which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

Niagara,

Opposite Youngstown, is one of the oldest towns in Upper Canada, and was at one time the capital of the province. It is on the site of the old town of Newark, burnt by Gen. M'Clure, December 10th, 1813. It is a

pleasant town, facing lake Ontario on one side, and the river on the other. In former days its importance was much more considerable than at present. Since the completion of the Welland Canal, St. Catharines, being more centrally situated, has absorbed its trade, and detracted very much from its prosperity.

A short distance above the village are seen the ruins of the old *Fort George*, taken by the Americans under Dearborn, May 29th, 1813, destroyed by M'Clure, December 10th, and has never been rebuilt. A little below the town is *Fort Mississaga*, where a detachment of British soldiers is stationed.

After leaving the Niagara we shall describe first the Canadian, and then the American side of Lake Ontario, to suit the tourist, whether he patronizes the Canadian or American line of boats, and, commencing again at Kingston, continue the description of places in their natural order.

Toronto.

See page 106—description of Great Western Railway.

Port Hope

Is a pretty town, sixty-five miles from Toronto, situated in a valley excavated by a small stream which here falls into the lake, the mouth of which forms a shallow, but commodious and secure harbor. On the western side of the town is a succession of hills rising one above another, the highest of which, called "Fort Orton," overlooks the country for a great distance around. The

village is incorporated, and contains about 2,200 inhabitants. It has four churches —Episcopal, Presbyterian, Methodist and Baptist—branches of the Upper Canada, and Commercial and Montreal banks, two grist-mills, three foundries, a last factory, and a number of other factories and mills.

Cobourg,

Containing about 4,000 inhabitants — lies seven miles below Port Hope, in a broad valley which rises gradually from the lake to meet the forest-clad hills in the distance. The town contains seven churches, two banks, the largest cloth factory in the province, three grist-mills, two foundries, etc.

Cobourg is also the seat of a Theological Institute, and of *Victoria College*,— one of the best institutions of the kind in the province. Midway between Port Hope and Cobourg, a little island, or rather rock, protrudes from the lake, called "Duck Island," on which the government maintains a lighthouse.

Kingston:

A place celebrated in the early history, and influential in the present condition of Canada. The Indians called it *Cataracqui*. The French commenced building a fort here as early as 1672, under De Courcelles, the then governor of Canada. It was finished the next year, and named Fort Frontenac, in honor of the Count De Frontenac, the home administrator of the French colonies. On the return of La Salle to France, in 1675,

he obtained, by the aid of the count, the grant of Fort Frontenac, on the condition of maintaining a military post there. In 1678, he rebuilt it with stone. In 1688, it was captured by the Indians, but regained by the French in the following year, by whom it was held until destroyed by the expedition under Col. Bradstreet, in 1758. By the peace of 1762, it fell into the hands of the English, from whom it obtained its present loyal name. As a military post, it is one of the most important places in Canada. Its population is something over ten thousand. Its distance from Cobourg is one hundred and ten miles.

Kingston contains thirteen churches, two colleges — Queens College, under Presbyterian, and Regiopolis College, under Roman Catholic discipline — market building, and a *magnificent city hall.*

Let us now return, and briefly glance at the places on the American side of Lake Ontario, before proceeding down the St. Lawrence.

Charlottesville,

At the mouth of the Genesee river, seventy-five miles from the mouth of the Niagara, is the port of entry for Rochester. The river is navigable by steamers five miles from its mouth, as far as Carthage, whence passengers who wish to stop at Rochester take omnibuses for the city, two miles distant.

Oswego

Is the next port at which the boat touches. We have spoken in another place of the early project of the French to unite Quebec with the Gulf of Mexico by a contiuous line of military posts. To defeat a project from which the English had so much to fear, Gov. Barnet, of New York and New Jersey, built a fort on the present site of Oswego, at his own expense.

On the 11th of August, 1756, the Marquis De Montcalm, commander of the French forces in Canada, invested the fort, and, on the 12th, reduced Col. Mercer, the English commandant, to the necessity of spiking his guns and retreating across the river to *Little Fort.* Montcalm opened a destructive fire upon the English in their new position, during which Col. Mercer was killed; and, on the 14th, the English agreed to capitulate, on condition of their being protected from the merciless fury of the Indians. After the capitulation, in direct violation of its terms, "Montcalm gave twenty of his prisoners to the custody and tortures of the savage allies, as victims for an equal number of Indians that had been killed during the siege."

The French then razed the fortification to the ground, and returned the land to the Onondaga Indians. Three years afterward, the fort was rebuilt by the English, by whom it was held until delivered up to the United States, in 1796. On the 5th of May, 1814, this post was attacked by above two thousand soldiers and sailors of the British service.

Col. Mitchell, with his gallant three hundred, defended the place until he was obliged to yield before overpowering numbers, and then retreated in good order, inflicting five times as great a loss upon the enemy as that which he received.

Oswego is a beautiful and flourishing town, the commercial center of a fertile and wealthy part of country, and contains some of the largest flouring mills in the world. Its population is about fifteen thousand. It is the terminus of both a railroad and a canal, connecting it with Syracuse and the New York Central Railway.

Sackets Harbor,

A small town lying on a spacious bay, forty-five miles below Oswego. It was founded in 1799, by a Mr. Sackett, of Jamaica, L. I., from whom it took its name. From its position on Lake Ontario, it is admirably suited to the purposes of a naval station, and was, in fact, the American head-quarters of the Ontario fleet in the last war. It is now the seat of a military post, called "Madison Barracks."

Cape Vincent

Is a pleasant little town, lying at the head of the St. Lawrence, named in honor of one of the pioneer settlers — M. *Vincent* Le Roy De Chaumont. It is said that this place was selected as the retreat of the Emperor Napoleon, in case he should be obliged to seek an asylum in this country. Cape Vincent is connected

by railway with Chaumont, Brownville, Watertown, and Rome.

The Thousand Islands.

About six miles below Kingston these islands begin, and extend as far as Morristown. Notwithstanding their name, their number is in fact nearly *fifteen hundred.* On account of their size, they are not, at first, very numerous. The largest is Grande, or Wolf Island,—about thirty miles in length. They lessen in size, and increase in number, as you approach *Clayton* — a little town on the American side, and the great rafting station of E. G. Merrick, Esq. Van Cleve's Guide says: "This is, also, the residence of the well-known WILLIAM JOHNSON, who figured in the late Canadian rebellion. In consequence of his participation in these troubles, he was obliged to seclude himself from the search instituted for him by troops under the command of the late General Worth. It was during this seclusion that his daughter, 'KATE,' acquired her title of 'Queen of the Thousand Islands,' from her visiting, and carrying him provisions in her canoe." A few miles below Clayton, the river appears covered with floating islands. Smith, in his "Past, Present and Future of Canada," describes these islands thus: "Islands, of all sizes and shapes, are scattered in profusion throughout the waters; some covered with vegetation; others bare and rugged rocks; some, many acres in extent; others, measuring but a few feet; some showing a bare, bald head, a little above the level of

the water, while a short distance off, a large island, or rock, crowned with a considerable growth of pine or cedar, will rise abruptly out of the water, to the height, probably, of a hundred feet and more. These islands are mostly of granite or sandstone. The locality appears to have suffered, in some by-gone time, from some great convulsion of nature." Nearly opposite Clayton, on the Canada side, is Gananoqui, a pretty village of about nine hundred inhabitants, founded in 1798, by the late Col. JOEL STONE, at the confluence of the Gananoqui river with the St. Lawrence. Midway between these two last named towns is *Gore Island.* The next large island below this is *Wellesley Island.* Opposite the lower end of this island, on the American side, is the little rock-perched town of Alexandria.

Brockville,

A pleasant town of about three thousand inhabitants, lying at the foot of the Thousand Islands, on the Canada side of the river. It is situated on an elevation of land which rises from the harbor in a succession of ridges. The town was laid out in 1802, and is now a place of no little importance. In the war of 1812, it was captured by the American major, Forsyth, who was, afterward, killed at La Cole.

Morristown

Is on the American side of the river, directly opposite Brockville. It was first settled by emigrants from

Morristown, New Jersey, by whom it was named, in honor of their native place. The river at this point, is two miles and a half wide.

On the American side, twelve miles below Morristown, is

Ogdensburg.

A mission was founded here about the year 1741, by the Abbe Francois Picquet — the "Apostle of the Iroquois." As a protection to the mission, and, perhaps, for other purposes less sacred, a fort was built at the same time, called "La Presentation." Remains of this fort are said to be visible at the present day. The corner-stone has been dug up, and is now in the possession of an inhabitant of the town. It bears the following inscription:

In nomine † Dei Omnipotentis
Huic habitationi initio dedit,
Frans Picquet, 1749.

Ogdensburg was twice attacked by the British, during the last war — once in 1812, but without success, and again in 1813, when it was captured, plundered, and a portion of it burnt. On the arrival of the boats, the cars leave Ogdensburg for Rouse's Point, on Lake Champlain — one hundred and eighteen miles distant — where they connect with trains to Boston and Montreal.

Prescott

Is an old-fashioned looking town, of about two thousand inhabitants, on the Canada side, opposite Ogdensburg. Before the opening of the Rideau canal, Prescott was the center of the carrying trade between Kingston and Montreal; but since that event its growth has been checked. The place has several factories and mills, five churches, and is a port of entry. On the eastern side of the town, a fortification has been thrown up, called *Fort Wellington*. About a mile below the town is a place called *Windmill Point* — a collection of stone buildings, in which the "Patriots established themselves in 1837, under one *Von Shultz*, a Polish exile, and held out against the British troops for three days.

About five miles below Ogdensburg, *the first rapid of the St. Lawrence* breaks around an islet called *Chimney Island*, from a number of old stones that have remained standing from some early fortification.

The next town on the American side is *Waddington* — and in the river, over against it, *Ogden Island*, from the name of its proprietor. On the Canada side is *Morrisburg*, formerly called *West Williamsburg*. It contains about two hundred inhabitants, and is called the port of Mariatown, although the settlement bearing that name is two miles distant. A short distance below Morristown is *Chryseler's Farm*, where an American force was met, on its descent to Montreal, in 1813, and defeated and turned back, by a detachment of the British troops. Thirty miles below Ogdensburg, the

boat touches at *Louisville*, whence stages run to *Massena Springs* — distant seven miles. These springs are said to have proved effectual in restoring debilitated constitutions.

The Long Sault,

A continuous rapid for over nine miles, divided in the center by Long Sault Island. The channel on the north side of the island is called "*Lost Channel*," from a once prevalent belief that any thing so luckless as to be drawn into it must inevitably be lost. It is now descended with safety, although the usual path of steamers is on the south side.

Cornwall

Is situated at the foot of the Long Sault, on the Canada side. It is "a neat, quiet, old-fashioned looking town," of about sixteen hundred inhabitants, but not a place of much business. Cornwall Island lies in the river, opposite the town, and belongs to the Indians of

St. Regis.

This is an old Indian village, a little way below Cornwall, on the opposite side of the river. The tourist will observe, from the deck of the steamer, the old church, lifting its tin roof above the neighboring houses. The bell hanging in this church is associated with a deed of genuine Indian revenge. On its way from France, it was captured by an English cruiser, and taken into Salem, Massachusetts, where it was sold to

the church at Deerfield, in the same state. The Indians, hearing of the destination of their bell, set out for Deerfield, attacked the town, killed forty-seven of the inhabitants, and took one hundred and twelve captives, "among whom was the pastor and his family." The bell was then taken down, and conveyed to St. Regis, where it now hangs.

Lake St. Francis.

This is the name of that expansion of the St. Lawrence which begins just below Cornwall and St. Regis and extends to *Coteau du Lac*. Many little islands are scattered here and there over its surface. *Coteau du Lac* is a small village at the foot of the lake; and, on the north side, over against this place, is *Grand Island*. Just below are the *Coteau Rapids*. *The Cedars* is a small town just above the rapids of this name. Passing these rapids — a very exciting passage — you glide into Lake St. Louis, from which you catch a view of Montreal mountain in the distance. On the right you see Nun's Island, belonging to the *Grey Nunnery*, at Montreal. Passing out from Lake St. Louis, the first place we reach after having left the lake is *La Chine* — a town nine miles distant from Montreal, and connected with it by railroad. Below the town, the *La Chine Rapids* begin — a current so swift and wild that, to avoid it, the *La Chine Canal* has been cut around it. After passing these rapids, we glide past the little village of *La Prairie*, and are in full view of beetling heights and the city of

Montreal.

At the dawn of Canadian history, the site of this place was occupied by an Indian village, called Hochelaga. Subsequently becoming a French trading-station, and, still later, the political center of the colonial government, it advanced quickly into prosperity and importance. Its growth, however, was not unattended by those savage cruelties so fatally incident to the early settlements on this continent. In the summer of 1668, a party of Iroquois Indians — the hereditary enemies of the French—stealthily landed their canoes on the island, and cruelly massacred men, women, and children, to the number of over one thousand. Again peopled, it continued, for a long time, the head-quarters of the French forces in Canada; and its fall, in 1759, was the virtual announcement of the conquest of the country. At the peace of 1763, it was surrendered to the English; and, in 1775, was taken, and temporarily occupied by the Americans, under General Montgomery. Although so long under English rule, Montreal is still a *French city.* One of the most obvious notes of the visitor is, that the city is divided, by its *styles*, into an old part and a new — the long narrow streets, darkened by high, steep-roofed houses, plainly indicating the former. Among the principal objects of curiosity in the city are the cathedral, an imposing structure of granite, capable of holding fifteen thousand persons; the "Black Nunnery," not open to visitors; the "Grey Nunnery," open to visitors; the monument to Lord

Nelson, on Notre Dame street; the quays of the city, the finest on this continent; and, to many, the mountain itself, against which the city is built. A Macadamized road has been laid around this mountain, and the drive over it is far from unpleasant.

On that part of the island opposite the mouth of the Ottawa river stood a chapel; in early times, dedicated to Saint Ann. To the fur traders' custom of stopping at this place, and imploring the protection of the tutelar saint, before ascending the Ottawa on their long trading expeditions, Moore gracefully alludes in his Canadian Boat Song.

> "Faintly as tolls the evening chime,
> Our voices keep tune, and our oars keep time.
> Soon as the woods on shore look dim,
> We'll sing at St. Ann's our parting hymn.

Across the river from Montreal, and connected with it by a ferry, is the depot where passengers take the cars for *Rouse's Point.* This latter place, situated at the north-western extremity of Lake Champlain, is likewise the terminus of the Ogdensburg Railroad; and here passengers for Saratoga, or any of the intermediate points, take the Champlain boats. Passengers for Boston can either take the Vermont Central Railroad here, or if they prefer a sail as far as Burlington, can there take the Burlington and Rutland Railroad.

Lake Champlain.

Samuel Champlain, at the head of a company of Rouen merchants, established himself at Quebec, in 1603, and having soon afterward espoused the cause of the Hurons against the Iroquois, joined an expedition against the latter in 1608. On this expedition, he discovered the beautiful lake which still bears his name. The length of the lake is one hundred and twenty miles. It contains several islands — the two largest of which are situated toward its northern extremity, and are called, respectively, *North Hero* and *South Hero*. The places on the route are, Plattsburg, on the western side of the lake — the scene of Commodore McDonough's brilliant victory over the invading force of Prevost, September 11, 1814; Burlington, on the east side of the lake — beautifully situated on a slope which rises gently from the water toward a distant girdle of hills, near which place repose the remains of Col. Ethan Allen; Crown Point, on the west side of the lake — the old Fort St. Frederic of the French — built by the French in 1731, captured by the English in 1759, and taken from the latter by the Americans under Col. Warner in 1775 — is now in ruins; Ticonderoga (from Cheonderoga, its Indian name,) is situated on a tongue of land between Lake Champlain and the outlet of Lake St. George. This place was built by the French in 1756, it was taken by the English in 1759, and from them captured by Ethan Allen, on the 10th of May, 1775,—the same day that Crown

Point surrendered to Colonel Warner. "The commandant of the fort was surprised in his bed by Allen, Arnold, and a few of their followers, who had entered by a subterranean passage, and made themselves masters of it without any loss. On being ordered to surrender, he asked by what authority he was required to do so: Allen replied, 'I demand it in the name of the great Jehovah, and of the Continental Congress.'"

The Champlain boats pass up the lake to Whitehall; but many prefer taking carriages at Ticonderoga for the *Lake George Steamboat Landing*, distant three miles and a half, and there taking the *Lake George* boat for Caldwell, at the southern limit of the lake.

Lake George is thirty-three miles in length. Its Indian name was *Horicon*. By the French it was called *Lac Sacrement*, from the *purity* of its waters. At Caldwell, passengers take the stages to *Sandy Hill*, and the cars from there to *Saratoga*.

NIAGARA FALLS

TO THE WEST AND SOUTH.

VIA

THE GREAT WESTERN AND MICHIGAN CENTRAL RAILROADS.

THE *Great Western Railway** connects the Detroit with the Niagara frontier, at the respective points of Windsor, opposite Detroit city, and Elgin, at the Canadian terminus of the Niagara suspension bridge. A glance at the map, in connection with this simple statement, will fully illustrate the importance of this road, and account for its early-won success.

The two great ends it has achieved, are: first, it has helped to establish between the east and the west a continuous thoroughfare, easy, economical, and expeditious, and, at the same time, available in all kinds of weather, and all seasons of the year — a consummation forever impossible to upper lake navigation; and, secondly, it has opened to a broad and productive tract of country the markets, whose previous inaccessibility had well-nigh proved an offset to the extraordinary fertility of the soil.

"The company," says Smith's Canada, "was originally chartered in 1834, as the London and Gore Railroad Company; but after an ineffectual attempt to

*For table of telegraph stations and saloons, refer to page 119.

raise the necessary capital, and a lapse of years, the charter expired. In 1845, the legislature revived and extended the act of incorporation, with power to construct a line of railroad from the Niagara river, via Hamilton, to the Detroit river, with a branch to the St. Clair river. In 1847, the company completed the surveys of the entire line, placed it under contract, and commenced work at various points; but unexpected difficulties caused a suspension of operations until 1850, when, having obtained from the legislature the further privileges of the guarantee of the province for the interest of one-half the cost of the road, and authority to municipalities to subscribe for and hold stock, the company, thus encouraged, were able to resume operations," and the road was completed in the latter part of 1853, at a cost of twelve millions of dollars.

The whole length of the road between the termini is two hundred and twenty-nine miles. Starting from the Niagara suspension bridge, it runs in a direction slightly north of west to Hamilton, at the western limit of Lake Ontario; and thence inclining to the left, its general direction to Detroit is nearly south-west.

The Niagara Suspension Bridge.

In another part of this work, page 38, we have described this magnificent structure in detail; and have now only to mention that the upper part, or railroad bridge, has been leased for a term of years to the Great Western Railroad Company, under whose judicious

control it is now winning the golden opinions it so fully merits.

The Great Western connects, at the suspension bridge, with New York Central, Niagara Falls, Canandaigua and Elmira, New York and Erie, and Erie and Ontario railroads. The Erie and Ontario Railroad runs from Chippewa to Niagara, and connects at Niagara with the "Zimmerman" steamer to and from Toronto.

Elgin.

Elgin, at the eastern terminus of the road, like its sister village on the opposite side of the river, dates back its origin no further than the construction of the suspension bridge, and of course has been exempt from the successive stages which mark the growth of most of the surrounding towns. It sprang into existence at the call of a movement, at once sudden, definite, and complete; and it presents the appearance of having been suddenly imported for a temporary purpose — buildings, population, and all. By this we mean nothing disparaging. The buildings, although few as yet, have been erected with taste, and the place is rapidly increasing under the unusual advantages of its location. It was named in honor of Lord Elgin, the late governor of Canada, and contains a population of about five hundred.

Crossing the Mountain.

"*The Mountain*" is a range of lofty hills, stretching along the southern shore of lake Ontario, from

Queenston Heights, westward, to Hamilton. At a point about four miles from Elgin, the road enters the side of the mountain by a heavy grade, and is carried through a deep cut and over a high embankment to its foot; between which and the lake its course continues for about forty miles. A narrow carriage-road, descending the mountain through a winding gorge, partly natural and partly excavated, cuts the line of the railway at right angles, and passes beneath it through a magnificent stone arch of twenty-four feet span. The view of the mountain from this point, and of its gray serpentine gorge, half-hidden by the evergreen shrubs that clothe its sides, is extremely beautiful.

Thorold,

From Elgin, ---------- 9½ miles.
" Detroit, ---------- 219¾ "

This is the first station west of Elgin. The town is on the south side of the railroad, nearly a mile distant from the station-house. Thorold is the Lockport of the Welland Canal, which here descends the mountain by a system of locks, and supplies the place with the hydraulic power of five flouring mills, and a variety of other establishments of the kind. Thorold has increased rapidly during the last few years, and though there is yet little about it to call forth rapture, it is not an unpleasant town. Its population is about fifteen hundred. One mile west of Thorold the cars cross the Twelve Mile Creek on a temporary trestle structure eight hundred feet long. This trestle structure will

only be used till the permanent stone viaduct over the ravine is built along side of it. The viaduct will consist of three arches of masonry, each seventy-five feet span, and eighty feet above the water of the creek below.

Our next station is

St. Catharines,

From THOROLD,	2	miles.
" NIAGARA FALLS,	11¼	"
" DETROIT,	217¼	"

This is one of the most flourishing towns in the Canadas. The city lies about a mile north-east of the station, but the best view of it is obtained from a point midway between this and the station of Thorold. For a history of St. Catharines we take the liberty of condensing an extract from the Anglo-American Magazine, for September, 1852. The site of St. Catharines, formerly known as the Twelve Mile Creek, was first selected as a country residence by the Hon. Robert Hamilton, father of the Hamilton who gave his name to the flourishing city which still bears it, so early as the year 1800; but it was not until the year 1816 that the town plot of St. Catharines was first purchased and laid out as a village, by the Hon. W. H. Merritt and Jonathan H. Clendennen, and received the name of St. Catharines, in honor of Mrs. Robert Hamilton whose name was Catharine.

At this time, the supply of water from the Twelve Mile Creek was found so very limited for milling and manufacturing purposes, that, with a view of augmenting

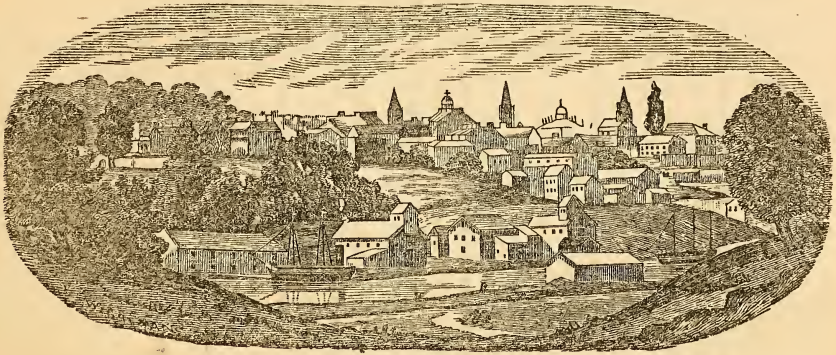
it, a few of the inhabitants conceived the idea of obtaining an increase from the river Welland, which empties itself into the Niagara river at Chippewa, two miles above the Falls. The surveys and examinations for this purpose gave rise to the projection and ultimate construction of the Welland Canal. The project was carried out in 1824, chiefly through the instrumentality of the Hon. William Hamilton Merritt, and from this time dates the prosperity of St. Catharines. Within the last few years the place has been built up almost entirely anew. Public buildings, erected at a liberal expense, and elegant residences, now meet one on every hand.

St. Catharines considers herself as the head of ship navigation on Lake Ontario, as the largest vessels that navigate the lake are now able to come up as far as the town.

There are six flouring mills in the place, two large foundries, a pail factory, a last factory, a ship yard and dry dock, a telegraph office, branches of the Upper Canada, Commercial, and Montreal banks, an academy, seven or eight churches, and about seven thousand inhabitants. At St. Catharines, also, are the most celebrated mineral springs in Canada; whose virtues have been attested by the finest analysts in the country.

Two magnificent hotels have lately been erected in the place — one more particularly for the convenience of those visiting the springs, and the other for more general accommodation.

Leaving St. Catharines the road inclines more to the



ST. CATHARINES.

west. On the south, the country is hilly and broken; on the north, low plains of bottom-land stretch away to the lake.

Jordan.

From St. Catharines,	5¾	miles.
" Niagara Falls,	17	"
" Detroit,	212	"

This is the next station west of St. Catharines. The town is situated about a mile and a half south of the station-house, on the Twenty Mile Creek — one mile from the mountain, and three miles from the lake. Jordan contains several small factories and mills, four churches, and a population of about three hundred. A project, it is said, is in contemplation to connect the Twenty Mile Creek with the Chippewa River, for the purpose of increasing the supply of water-power at this point.

A few rods west of the station, the train passes over the Twenty Mile Creek on the Jordan bridge. This is one of the finest bridges on the road. Its length is twelve hundred feet; its height above the water, sixty feet; spans, one hundred feet each. The structure is of timber, strongly trussed, and finished with a regard to nicety and completeness of execution that adds not a little to the credit of the road. In passing over this bridge, the eye is unexpectedly gladdened by a sight of the lake bursting at once into full view.

Beamsville.

From JORDAN, ... 5 miles.
" NIAGARA FALLS, ... 22 "
" DETROIT, ... 207 "

This is a small village of about four hundred inhabitants, prettily situated three miles back from the lake, and a little distance west of the station it may be seen on the south, looking through a grove of pines. The town is about a mile and a half distant from the station.

West of Beamsville the land is more rolling, and the timber is largely mixed with hemlock and pine. The road now approaches the lake in some places to within a quarter of a mile, and for several miles holds it in full view.

Grimsby.

From BEAMSVILLE, ... 4¾ miles.
" NIAGARA FALLS, ... 26¾ "
" DETROIT, ... 202¼ "

The village of Grimsby is about a quarter of a mile south of the station. It nestles gracefully among pines at the very foot of the mountain, and is only three-fourths of a mile distant from the lake. The scenery around Grimsby is unsurpassed in rural beauty by any on the road. On the south, the lake, fringed with a grove of pines, and the hazy headlands of its opposite shore, are in full view.

Leaving Grimsby the road runs along the foot of the mountain, with the lake still in sight, to

Stony Creek.

From GRIMSBY,	10 miles.
" NIAGARA FALLS,	36¾ "
" DETROIT,	192¼ "

The village is not visible from the station, from which it is distant about a mile and a half. It is built on the bank of a creek of the same name, and has a population of only about two hundred.

This is the first stopping place in the county of Wentworth.

From here, for six miles westward, the rails so match with one another as to render the motion of the cars as uniform and easy as could be desired.

Four miles from Stony Creek the road comes in sight of Burlington Bay — an arm of lake Ontario, three miles in length — and continues in sight of it to

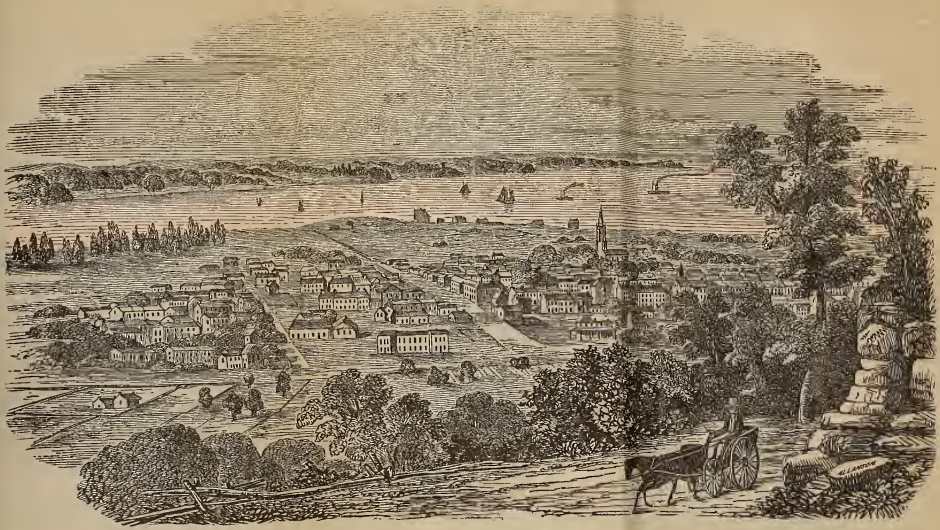
Hamilton.

From STONY CREEK,	6½ miles.
" NIAGARA FALLS,	43¼ "
" DETROIT,	185¾ "

The city stretches from the south-western extremity of Burlington Bay to the base of the mountain. The view which we give of it is taken from the mountain immediately to the westward, and affords a very pleasing prospect of the surrounding country, the waters of the bay and lake, and the opposite coast in the distance.

Hamilton was first laid out in 1813, but its growth was by no means rapid until after the completion of

ALLANSON



the Burlington Bay Canal, connecting the town with the lake, in 1825. Since that time it has steadily advanced in importance and prosperity, until in 1845 it contained six thousand four hundred and seventy-five inhabitants, and its present population is *not less than twenty-five thousand.* Much of its recent prosperity is due to the Great Western Railway; of which it may be considered the head-quarters, as all the officers of the company have their offices established here.

Its original population was mostly made up of Scotch merchants, and loyalists, or the descendants of loyalists, who left the United States on the breaking out of the revolutionary war. Recent immigration has somewhat changed the character of the inhabitants, but traces of the early stock are still distinctly perceptible. Hamilton surpasses every other place on the route, not more in its size than in the character of its buildings. The abundance of beautiful freestone and limestone, in the mountain near by, has been made use of in most of the buildings of any pretension, to the better harmony of the style of the place with the character of the surrounding scenery.

The most busy portion of the city is King Street, about a mile back from the bay. South of King Street, is a large open space called Court House Square, in which stand the court house and jail. A little north of King Street is Market Square, containing the Town Hall. The churches of any place contribute largely to the character of its architecture. Of these there are thirteen in Hamilton — many of them handsome structures.

There are six banks in the city: the Gore Bank—of which Hamilton is the head-quarters—a branch of the Bank of British North America, a branch of the Commercial Bank, one of the Bank of Montreal, and also two Savings Banks.

To enumerate the industrial establishments in this place would be tedious. Almost all the ordinary arts are here more or less largely represented, the motive power of the machinery in every instance being steam.

No description of Hamilton would be complete without some mention of the Great Western Railway Company's very extensive establishments, in the various branches of their enterprise. The not less than *sixteen hundred cars* now belonging to the company demand a great number of workshops on the route; and to this end, several massive stone buildings have been erected in Hamilton. The freight business here is immense, and every accommodation has been provided to facilitate it. Two frame buildings, one three hundred and ten by fifty feet, the other two hundred and thirty-five by fifty feet are exclusively used for the *city* business. One frame store, two hundred and sixteen by eighty-two feet, and a magnificent stone store, four hundred and fifty by eighty-two feet, are wholly devoted to the shipping business. In the latter of these stores, *steam elevators* raise barrels of flour from floor to floor, with extraordinary rapidity.

The *wharf*, constructed in the most durable manner, is about a half a mile in length, and lake vessels of any size can draw up along side it.

Passengers who get out of the cars here can leave every morning by the *mail* boats for Montreal, Kingston, Ogdensburg, Cobourg, Toronto, and all other lake and river ports. These steamers are, of course, fitted up with all of that regard for elegance and comfort for which American boats are so widely famed. The company's steamers, the "Canada" and the "America," are to run from Hamilton to Oswego, immediately, leaving each of those ports every evening.

A word as to the *hotels*. The "*City*," "*Burlington*," "*Hamilton*," "*Norton's*," and very many other hotels, can accommodate any number of guests, and too much can not be said in praise of the spirited exertions made by their proprietors to please the traveling public.

Surrounded by a productive country, connected by railway with the marts of the west, the natural head of navigation on Lake Ontario, gifted by nature with a healthful and pleasant location, it is hardly possible that Hamilton should not be what it is — an attractive and a flourishing city. A branch of the Great Western Railway,

The Hamilton and Toronto Railway,

Commencing at the Hamilton station of the Great Western Railway, runs parallel with that road a mile and a half along the shore of Burlington Bay; the two roads then diverge, the Great Western taking a course nearly due west, and the Hamilton and Toronto a north-easterly course, varying but little from a direct line for thirty-three miles, thence nearly due east into

Toronto, the whole distance being about forty miles, and nearly parallel with the shore of Lake Ontario, not varying more than one and three-fourths miles from the lake at the widest point. The Hamilton and Toronto, the Toronto and Guelph, (a portion of the Grand Trunk,) and the Ontario, Simcoe and Huron railways, all enter Toronto at the same point, near the old garrison, and arrangements will probably be made to have one general station for all the railways entering Toronto.

Leaving Hamilton, the first object of interest is the Desjardines canal, two miles from the Hamilton station, a ravine with a deep, marshy bottom, crossed by a strong trestle bridge, supported on piles driven through an embankment ten feet above the level of the marsh. Length of bridge, seven hundred feet on the top, and height of rail fifty-seven feet above the level of the water. The next three miles is a rapid succession of deep ravines, crossed by solid embankments on stone culverts. At the seventh mile from Hamilton, is the Wellington Square station. The village lies on the lake shore one and a quarter miles south of the station. We are now on the plains, the grade of the road varying very little from a level. At the thirteenth mile is the Twelve Mile Creek, a deep ravine, with a clear stream and a rocky bottom, crossed by a strong timber truss bridge of six spans, supported on piers and abutments built of first class stone and brick. Length of bridge, five hundred and fifty feet; height of rail above stream, sixty-five feet. On the east side of the creek, and

adjoining the plank road from Milton to Bronte, is the Bronte station. The village lies on the lake shore, one and a half miles south of the station. A great quantity of wheat and lumber is shipped here for exportation. At the seventeenth mile, we come to the Sixteen Mile Creek, a deep ravine with a clear stream and hard bottom, at this point, crossed by a strong timber truss bridge of five spans, supported on piers and abutments of first class stone and brick work. Length of bridge, five hundred feet; height of rail above stream, seventy-eight feet. The creek is navigable for schooners to within four hundred yards of the bridge. On the east side of the creek is the Oakville station, a little less than a mile from center of village. This is the most important village on the route. Here are several ship yards which turn out a number of first class schooners annually. A large quantity of wheat is shipped here for exportation. In the twenty-sixth mile is the river Credit, a fine rapid stream, extensively used for mill power throughout the whole of its course; but here it is a marshy creek, nine hundred feet wide, being only seven hundred yards from Lake Ontario, crossed by an embankment and a timber truss bridge of two spans of eighty-four feet each, resting on piles protected by a double row of close piling round each pier filled up with cobble-stone. Level of rail above water, twenty feet. On the eastern bank is the Port Credit station, in the village of that name. At the twenty-ninth mile is the river Etobicoke. The valley is sixteen hundred feet wide, crossed by a solid embankment, and the

stream by a timber truss bridge of two spans of ninety feet each, resting on piers and abutments of first class masonry. Level of rail above stream, thirty-three feet. On the thirty-third mile is the river Mimico, ravine five hundred feet wide, crossed by an embankment and stream by a timber truss bridge of one span of ninety feet, resting on abutments of first class masonry. Level of rail above water, thirty-six feet. On the thirty-fifth mile is the river Humber. At this point, a deep marsh, (being at its confluence with the lake,) four hundred feet wide, crossed by an embankment and a timber truss bridge of two spans of one hundred feet each, supported on piles, protected by a double row of close piling round each pier. The railway then follows very near to the lake shore into Toronto. The maximum grade is forty-five feet to the mile, of which there are three lengths, amounting to only two miles in all, and one piece half a mile long of forty-one feet per mile; all the rest varies but little from a level, and the curves in the line are few and very easy. The highest speed and safety is expected to be attained. This road forms the connecting link between the Grand Trunk and Great Western railways, and is leased by the latter. It will form a link in the main route from that portion of Canada north-east of Hamilton, to the south and west.

Toronto,

The chief town in Upper Canada, is situated on an arm of Lake Ontario, thirty-six miles from the mouth of the Niagara river. Its early name was Little York.

It was first surveyed in 1793. In the last war, it was taken by the Americans, April 27th, 1813, in an assault led on by General Pike; but in the moment of triumph, that gallant officer with many of his comrades, was killed by the explosion of the enemy's magazine. In 1832, it contained but four thousand inhabitants. In 1834, it was incorporated as a city. It now contains about fifty thousand inhabitants, and is one of the most beautiful and flourishing cities in the two provinces. It is the seat of three colleges, and numerous high schools. Among its many fine buildings are the Parliament House, the governor's residence, the colleges, Osgoode Hall, the banks, the custom-house, and lunatic asylum. Return to Hamilton.

From the railroad, west of the station at Hamilton, the view is extremely beautiful. On the north, the eye follows the bright waters of Burlington Bay, as they sweep along banks studded with villas and groves, until their silvery sheen blends with the soft blue of the distant lake. On the south, the city is spread out in panoramic view from mountain to bay; and prominent among all is Dundurn Castle, the residence of Sir Allen McNab — looking down as proudly in the strength of battlement and tower, as if it shared in the pride of its knightly owner. Scarcely beyond the western limit of the city, the railroad crosses the Desjardine's Canal, which connects Hamilton with Dundas. From the railroad bridge, a good view is obtained of the suspension bridge which spans the canal at a point a few rods to the south. The structure of this bridge

is similar in every respect to the Niagara Suspension Bridge, of which it was doubtless an imitation.

West of Hamilton, the road passes by a heavy grade through a range of hills — a continuation, doubtless, of the mountain ridge which has attended us on the south from the banks of the Niagara. The highest hills, for some distance, we shall now have on the north, and a range of lesser elevation on the south, with an irregular and picturesque valley between. About three miles west of Hamilton the higher range rises precipitously to the height of nearly two hundred feet, and the valley sinks correspondingly low. On the narrow ridge between the verge of the valley and the foot of the mountain the railroad runs till we reach

Dundas,

From HAMILTON,	5¼	miles.
" NIAGARA FALLS,	48½	"
" DETROIT,	180½	"

No town between the termini of the Great Western road is so favorably situated to be viewed as a whole, with one sweep of the vision, as Dundas; and none, we may add, leaves a more favorable impression on the mind of the tourist. From the elevation of the road looking down into the valley beneath, the eye commands a distinct view of every part of the town, yet under such favoring limitation of distance as to conceal minor defects, and give the whole the most graceful arrangement of which it admits.

Dundas, as already incidentally stated, as connected

with Hamilton by the Desjardines Canal, which runs through the valley to Burlington Bay. The town has a valuable supply of water power, and has long been known as a manufacturing place of considerable note. It contains seven churches, three flouringmills, a paper-mill, a very extensive foundry, a large ax factory, a last factory, a sash factory, a corn-broom factory, and several other establishments of like importance.

Leaving Dundas for the west, the land is extremely uneven — alternating deep valleys with "difficult" hills. The timber for some distance is the short mountain pine.

Flamboro'.

From DUNDAS,	3½	miles.
" NIAGARA FALLS,	52	"
" DETROIT,	177	"

This is a small village of about three hundred and fifty inhabitants — though a village, will be looked for from the station in vain. The stream which passes as the "Dundas Stream," at Dundas, is appropriated by the name of the "Flamboro' Stream." There are three or four small mills near by, and two churches in the village.

Fairchild's Creek.

From FLAMBORO',	10½	miles.
" NIAGARA FALLS,	62½	"
" DETROIT,	166½	"

The Galt branch of the Great Western here connects with the Main Trunk. The branch road turns to the north-west from the station, and proceeds twelve miles to

Galt.

The town, so called in honor of the author of this name, is a thriving manufacturing place, situated on both sides of the Grand River, and contains upward of three thousand inhabitants. It has four flouringmills, two foundries, two woolen factories, a last factory, a pail factory, two ax factories, a large paper-mill, two bank agencies — one of the Gore Bank, and one of the Commercial Bank of the Midland District — two newspapers, and six churches. The late increase of the place shows how much it owes to its branch of the Great Western. Stages leave Galt station, on the arrival of the afternoon train, for Preston, Berlin, Waterloo, St. Jacobs, Hayesville, Petersburg, Stratford, Harperhay, Clinton Corners, and Goderich; also, New Hope, Guelph.

Leaving Fairchild's Creek, the land is still uneven but fertile and well cultivated. Eight miles further west we pass over Paris Bridge.

Paris.

From Fairchild's Creek,	9¾ miles.
" Niagara Falls,	72¼ "
" Detroit,	156¾ "

This is a place of about two thousand inhabitants, situated on a hill-side, a quarter of a mile distant from the station-house. It takes its name from the beds of plaster of paris in the vicinity. A small stream, called Smith's Creek, flows through the place, separating it into an upper and a lower town, and supplying a con-

siderable amount of water power. Paris has two flouringmills, two plaster-mills, a woolen factory, three foundries, a Bath brick factory, an agency of the Gore Bank, a newspaper, and six churches, and is also a telegraph station. The beds of plaster of paris near by are a source of considerable revenue to the place.

At Paris, the Great Western Road is intersected by the Buffalo and Brantford Railroad.

About two miles and a half west of this place we cross Smith's Creek. The land as we proceed grows more and more even, and the pine timber less abundant.

Stages run regularly between Paris, Galt, Ayr, Scotland and Simcoe.

Princeton,

From PARIS,	7 miles.
" NIAGARA FALLS,	79¼ "
" DETROIT,	149¾ "

A few scattered buildings, as seen from the station,—said to contain two hundred inhabitants, and an Episcopal church.

Woodstock,

From PRINCETON,	11¼ miles,
" NIAGARA FALLS,	91 "
" DETROIT,	138 "

Visible from a point about half a mile west of the station, the county town of the county of Oxford, laid out in 1833, and now containing about thirteen hundred inhabitants, a court-house and jail, a registry-office, a grammar school, and six churches.

Stages leave Woodstock for Simcoe, Otterville, and places south, on arrival of the trains from the west; to Stratford and other places north, every evening, Sundays excepted, on arrival of the afternoon train from the east.

To the west of Woodstock, the road is bounded for some distance on either hand by a range of hills.

Beachville,

From Woodstock,	5	miles,
" Niagara Falls,	96	"
" Detroit,	133	"

A town of about four hundred inhabitants, lying on the bank of the river Thames, south of the station-house, and in full view from the road. There are two churches in the place—an Episcopal and a Presbyterian,—a gristmill, sawmill, carding machine, fulling-mill, tannery, distillery, and post-office.

Ingersoll,

From Beechville,	4½	miles.
" Niagara Falls,	100¼	"
" Detroit,	128¾	"

This place is very prettily situated on a hill-side, south of the road, with the river Thames running between them. It contains about five hundred inhabitants, and has a flouringmill, a foundry, a fullingmill, and five churches. This place is also noted as a shipping station for lumber.

A stage runs daily between Ingersoll and Vienna.

The surface of the land in this neighborhood is roll-

ing—the timber mostly hard wood, interspersed here and there with the short mountain pine.

Dorchester.

From INGERSOLL,---------- 9½ miles,
" NIAGARA FALLS, ---------- 109¾ "
" DETROIT,---------- 119¼ "

A station south of the road, on the bank of the Thames, with extensive pine woods in the rear. The land lies tolerably high, but the country wears a newer aspect than before, and the tourist is, therefore, the more unprepared to meet with so large and elegant a town, in its midst, as

London,

From INGERSOLL,---------- 9½ miles,
" NIAGARA FALLS, ---------- 119¼ "
" DETROIT,---------- 109¾ "

The capital of Middlesex county, is situated on an elevated plain, at the confluence of the two branches of the river Thames. The view of the place from the railroad station gives no adequate impression of its beauty or size.

London was first laid out in 1826, and increased so rapidly that in 1834 a second survey was made, and sufficient land added to the town plot to include within its limits an area of fourteen hundred acres. Of this, five acres were reserved for a grammar school, the same quantity for a market, and ten acres for a public square.

Beside being the county seat of Middlesex, London is the trading center of a wide and prosperous agricultural region, has agencies of the Bank of Upper Canada, the Commercial Bank, the Gore Bank, and the Bank of Montreal; two extensive foundries, several mills, and supports four newspapers—the Gore Mercury, the Prototype, the Free Press, and the Times.

London has some fourteen churches in all, many of them handsome structures. In particular we may mention for their architectural beauty, the Church of England, and the Romish Church, the former of which is said to be the handsomest Gothic building in Upper Canada. The population of London is about twelve thousand.

Stages leave Robinson Hall daily, Sundays excepted, for Goderich, Port Sarnia, Port Stanley, Stratford, and places intermediate.

One mile west of the town the railroad crosses the London Bridge, the best structure of the kind on the road—carried over the river Thames on three timber arches. The length of the bridge is four hundred feet; its height above the water, twenty nine feet; the span of each of its arches, one hundred and thirty feet. Leaving London, the land continues high and somewhat uneven for a distance, but finally spreads out into broad and fertile flats as it approaches Lobo.

Lobo.

From LONDON,---------- 10¼ miles.
" NIAGARA FALLS, ---------- 129½ "
" DETROIT,---------- 99½ ".

This is a little village of about eighty inhabitants, situated a mile and a half to the south of the station, in the midst of a flat but fertile and well cultivated district of country. At Lobo the road strikes an airline, and keeps it uninterruptedly for a distance of fifty-six miles. From this place the surface of the country is low, level, and, in many places, even swampy, through the remainder of the road to Windsor. The intermediate places set down on the time tables of the railroad company are mostly mere station-houses, without any adjacent villages to answer to the names; or, when otherwise, the buildings are so few, or so scattered, or so distant from the road, as to puzzle the tourist to recognize them as towns. We shall, therefore, merely note down the several remaining stations on the route, with their relative distances, and the changes in the face of the country which may happen to coincide with their respective stations.

Throughout the entire extent of the airline, the scenery is extremely uniform, the road running over a low embankment, through a flat, and, for the most part, thinly settled region, and flanked on either side by an almost unbroken forest of black ash, elm, and such other timber as usually grows on low ground.

Adelaide Road.

From Lobo, ... 5 miles.
" Niagara Falls, ... 134½ "
" Detroit, ... 94½ "

Ekfrid.

From Adelaide Road, ... 5 miles.
" Niagara Falls, ... 139½ "
" Detroit, ... 89½ "

Mosa.

From Ekfrid, ... 9½ miles.
" Niagara Falls, ... 149 "
" Detroit, ... 80 "

Wardsville.

From Mosa, ... 62 miles.
" Niagara Falls, ... 155½ "
" Detroit, ... 73½ "

Thamesville.

From Wardsville, ... 13 miles.
" Niagara Falls, ... 168½ "
" Detroit, ... 60½ "

Chatham.

From Thamesville, ... 15 miles.
" Niagara Falls, ... 183½ "
" Detroit, ... 35½ "

Chatham, the capital of the county of Kent, is a well built and thriving town on the bank of the river Thames. It was originally laid out by Governor Simcoe, and for the last ten years has increased rapidly. It now contains six churches, several mills, two foundries,

two machine shops, two tanneries, a woolen factory, etc. Within the last few years a new jail and court house have been erected, at an expense of about six thousand pounds. This is a handsome structure, built wholly of white limestone, from the Anderdon quarries. A new bridge has lately been constructed across the Thames at this place, at a cost of two thousand pounds.

The town is situated on the north side of the road, about a mile distant from the station.

Two or three miles west of Chatham a *prairie* sweeps off on either hand, and extends to the shores of Lake St. Clair; limited, however, on the north and south by woods, at an average distance of a mile from either side of the road. About nine miles west of Chatham the road comes in sight of Lake St. Clair, along the southern shore of which it continues to Windsor. The coast of St. Clair is low, even, and but lightly timbered. Often the eye may wander for miles over low, cultivated plains, without meeting with a single stump or other object to interrupt the monotony of the surface. This low land is covered with an alluvial deposit of extraordinary fertility, and in summer forms a waving expanse of the richest vegetation.

Baptiste Creek,

From CHATHAM,..... 15 miles.
" NIAGARA FALLS,..... 196½ "
" DETROIT,..... 32½ "

A little west of the station the railroad crosses the creek of this name.

Rochester.

From Baptiste Creek,	13¼	miles.
" Niagara Falls,	210	"
" Detroit,	19	"

Windsor,

The western terminus of the Great Western road, is situated on the Detroit river, opposite the American city of Detroit, of which it commands the best possible view.

The village was incorporated in 1834; and its present population is about fifteen hundred. The reason of this great disparity between the number of its inhabitants and the importance of its situation is, that much, if not most of the business done here, is in the hands of residents of Detroit. The bank of the river is here about thirty feet high, and the distance between the opposite shores, half a mile. Two steam ferry-boats ply between Windsor and Detroit, in connection with the Great Western and Michigan Central railroads. The time occupied in crossing is about five minutes.

The Great Western connects with *Michigan Central* Railroad for Michigan City, Chicago, etc.; *Detroit and Pontiac Railroad;* Chicago and Burlington, Galena and Chicago Union; Chicago, Alton and St. Louis; and Illinois Central railroads.

REFRESHMENT SALOONS

AND

TELEGRAPH STATIONS.

For convenience of reference, we arrange the Refreshment Saloons and Telegraph Stations in columns below:

Refreshment Saloons.*

Suspension Bridge,
Hamilton.
Paris.
London.
Steamer Transit.

Telegraph Stations.

Suspension Bridge.
St. Catharines.
Grimsby.
Hamilton.
Dundas.
Fairchild's Creek.
Galt.
Paris.
Woodstock.
Ingersoll.
London.
Lobo.
Wardsville.
Chatham.
Windsor.

*Cars stop ten to fifteen minutes.

SIGNALS.

The signals on the Great Western road have been devised with care, and are observed with the most rigid exactness by every officer on duty. The following statement will afford the tourist a ready key to their meaning.

Of the colors: *red* signifies *danger*, and means *stop; green* signifies *caution*, and means *proceed slowly; white* signifies *all right*, and means *go on.* In the day-time there are four signals used: 1st, the semaphore or *station signal*, which is simply a sign-board, and means, when extended horizontally, *stop;* when raised to the angle of forty-five degrees, or only half ways, *proceed cautiously;* when not seen, *all right.* 2nd, the *switch-signal*, which is attached to each switch leading into the main line: if the switch is *all right*, no signal is shown; if the switch is turned for the *siding*, a *red oval* signal is shown, when the train must stop, unless it is going into the *siding;* in which case the switchman shows a green flag by day, and a green light by night. 3d, the *flag-signals*, a *green* and a *red* flag. 4th, the *distance-signal*, consists of a *half disc*, and is placed at drawbridges, junctions, and other places where it may be necessary. It remains constantly on, and is turned off, if the line is clear, upon the whistle announcing the approach of a train.

The night signals are the same as those of the day, excepting, of course, that colored lights are used exclusively.

Train Signals.

One *red* light and one *white* light on front of an engine denote a *gravel train.* A *green* light on front, and tail, of a train indicates that a *special* or *extra* train will speedily follow.

In the day-time, a red flag placed in front of the engine, and a red board, "*engine follows,*" on the rear of the train, denote that a special or extra train will speedily follow.

After dusk or in a fog, every train, or engine without a train, carries both *head* and *tail* lights.

WISCONSIN
CANADA
MICHIGAN
LAKE MICHIGAN
LAKE HURON
LAKE ONTARIO
LAKE ERIE
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
MISSOURI
KENTUCKY
VIRGINIA
MARYLAND
NEW JERSEY
VERMONT
NEW HAMPSHIRE
MASS
CONN
SAULT ST MARIE
STR. OF MICHIGAN
MANITOWOC
SHEBOYGAN
MILWAUKEE
MADISON
RACINE
CHICAGO
LA SALLE
ROCK ISLAND
BURLINGTON
QUINCY
SPRINGFIELD
SHELBYVILLE
TERRE HAUTE
LAFAYETTE
INDIANAPOLIS
MADISON
N. ALBANY
JEFFERSON CITY
ST. LOUIS
ALTON
ILLINOIS CENTRAL R.
CHICAGO & MASS. R.R.
MICHIGAN CITY
MICHIGAN SOUTHERN
CENTRAL R.R.
GREAT WESTERN R.R.
PONTIAC
DETROIT
WINDSOR
LONDON
MONROE
ADRIAN
TOLEDO
SANDUSKY
CLEVELAND
RAVENNA
SHELBY
MANSFIELD
STEUBANVILLE
BELLEFONTAINE
COLUMBUS
NEWARK
SPRINGFIELD
XENIA
DAYTON
HAMILTON
CINCINNATI
CHILLICOTHE
PORTSMOUTH
WHEELING
CUMBERLAND
PITTSBURG
HARRISBURG
TRENTON
PHILADELPHIA
WILMINGTON
RAVENSIDE CREEK
BALTIMORE
WASHINGTON
OVER DELAWARE
NEW YORK
ALBANY
HUDSON
BINGHAMPTON
CORNING
ERIE
BUFFALO
DUNKIRK
NIAGARA
FALLS
TORONTO
HAMILTON
ROCHESTER
SYRACUSE
ROME
OSWEGO
KINGSTON
GOONSBURG
C. VINCENT
MONTREAL
ROUSES PT.
ST. ALBANS
PLATSBURG
BURLINGTON
MONTPELIER
WHITEHALL
RUTLAND
SARATOGA
BRATTLEBORO
KEENE
CONCORD
NASHUA
LOWELL
WORCESTER
SALEM
BOSTON
TAUNTON
PROVIDENCE
BATH
PORTSMOUTH
NEW HAVEN
RANAPO
NEW YORK
ROADS IN OPERATION
ROADS CONSTRUCTING

INTERMEDIATE AND TOTAL

TABLES OF DISTANCES

ON THE

GREAT CENTRAL ROUTE,

VIA NIAGARA FALLS,

TO AND FROM NEW YORK, PHILADELPHIA, BOSTON, SARATOGA SPRINGS, AND CHICAGO, AND THENCE TO THE WEST AND SOUTH.

TABLES OF DISTANCES

TO AND FROM

NIAGARA FALLS AND THE EAST AND WEST.

NEW YORK CENTRAL RAILROAD,

CONNECTING WITH

Hudson River Railroad and Boats on the Hudson River, and Railroads for the New England States.

NIAGARA FALLS* TO	Intermediate.	Total Distance.
Suspension Bridge,	2	2
Pekin,	8	10
Lockport,	10	20
Gasport,	5	25
Middleport,	6	31
Medina,	5	36
Knowlesville,		
Albion,	10	46
Murray,	5	51
Holley,	3	54
Brockport,	5	59
Adams' Basin,	5	64
Spencerport,	2	66
Rochester,	10	76
Fairport,	10	86
Macedon,	9	95
Palmyra,	4	99
Newark,	8	107
Lyons,	5	112
Clyde,	7	119
Savanah,	7	126
Port Byron,	7	133
Weedsport,	3	136
Jordan,	4	140
Canton,	6	146
Warners,	2	148
Syracuse,	9	157
Manlius,	8	165
Kirkville,	3	168
Chittenango,	4	172

ALBANY TO	Intermediate.	Total Distance.
Troy,		
Schenectady,	17	17
Hoffman's,	9	26
Crane's Village,	4	30
Amsterdam,	3	33
Tribe's Hill,	6	39
Fonda,	5	44
Yost's,	5	49
Spraker's,	3	52
Palatine Bridge,	3	55
Fort Plain,	3	58
St. Johnsville,	6	64
Little Falls,	10	74
Herkimer,	7	81
Ilion,	2	83
Frankfort,	3	86
Utica,	9	95
Whitesboro',	4	99
Oriskany,	3	102
Rome,	7	109
Green's Corners,	5	114
Verona,	4	118
Oneida,	4	122
Wampsville,	3	125
Canastota,	2	127
Canasaraga,	4	131
Chittenango,	2	133
Kirkville,	4	137
Manlius,	3	140
Syracuse,	8	148

NIAG. FALLS TO	Intermediate.	Total.
Canasaraga,	2	174
Canastota,	4	178
Wampsville,	2	180
Oneida,	3	183
Vernon,	4	187
Green's Corners,	4	191
Rome,	5	196
Oriskany,	7	203
Whitesboro',	3	206
Utica,	4	210
Frankfort,	9	219
Ilion,	3	222
Herkimer,	2	224
Little Falls,	7	231
St. Johnsville,	10	241
Fort Plain,	6	247
Palatine Bridge,	3	250
Spraker's,	3	253
Yost's,	3	256
Fonda,	5	261
Tribe's Hill,	5	266
Amsterdam,	6	272
Crane's Village,	3	275
Hoffman's,	4	279
Schenectady,	9	288
Troy, / Albany,	17	305

ALBANY TO	Intermediate.	Total.
Warners,	9	157
Canton,	2	159
Jordan,	6	165
Weedsport,	4	169
Port Byron,	3	172
Savanah,	7	179
Clyde,	7	186
Lyons,	7	193
Newark,	5	198
Palmyra,	8	206
Macedon,	4	210
Fairport,	9	219
Rochester,	10	229
Spencerport,	10	239
Adams' Basin,	2	241
Brockport,	5	246
Holly,	5	251
Murray,	3	254
Albion,	5	259
Knowlesville,		
Medina,	10	269
Middleport,	5	274
Gasport,	6	280
Lockport,	5	285
Pekin,	10	295
Suspension Bridge,	8	303
Niagara Falls,	2	305

*Connects with Niagara Falls and Lewiston Railroad.
" Buffalo and Niagara Falls Railroad.
" Canandaigua and Niagara Falls Railroad.
" Great Western Canada Railway.
" Erie and Ontario Railroad.

HUDSON RIVER RAILROAD,

Connecting with the N.Y. Central R. R. for Niagara Falls.

TROY TO	Intermediate.	Total.	NEW YORK TO	Intermediate.	Total.
East Albany,	6	6	31st Street, N. Y.,	3	3
Castleton,	8	14	Manhattan,	5	8
Schodack,	3	17	Yonkers,	9	17
Stuyvesant,	7	24	Hastings,	4	21
Coxsackie,	3	27	Dobbs Ferry,	1	22
Stockport,	3	30	Irvington,	3	25
Hudson,	4	34	Tarrytown,	2	27
Oak Hill,	6	40	Sing Sing,	5	32
Germantown,	5	45	Cruger's,	4	36
Tivoli,	5	50	Peeksville,	7	43
Barrytown,			Garrison's,	8	51
Rhinebeck,	9	59	Cold Spring,	3	54
Staatsburg,	6	65	Fishkill,	6	60
Hyde Park,	4	69	New Hamburg,	6	66
Pokeepsie,	6	75	Pokeepsie,	9	75
New Hamburg,	9	84	Hyde Park,	6	81
Fishkill,	6	90	Staatsburg,	4	85
Cold Spring,	6	96	Rhinebeck,	6	91
Garrison's,	3	99	Barrytown,		
Peekskill,	8	107	Tivoli,	9	100
Cruger's,	7	114	Germantown,	5	105
Sing Sing,	3	117	Oak Hill,	5	110
Tarrytown,	6	123	Hudson,	6	116
Irvington,	2	125	Stockport,	4	120
Dobbs Ferry,	3	128	Coxsackie,	3	123
Hastings,	1	129	Stuyvesant,	3	126
Yonkers,	4	133	Schodack,	7	133
Manhattan,	9	142	Castleton,	3	136
31st Street, N. Y.,	5	147	East Albany,	8	144
New York,	3	150	Troy,	6	150

ELMIRA, CANANDAIGUA & N. F. R. R.,

Connecting with the New York and Erie Railroad for N.Y. and Williamsport & Catawissa, and other Railroads, for Philadelphia.

SUSP. BRIDGE TO	Intermediate.	Total.
Niagara Falls,	2	2
Cayuga Creek,	5	7
Tonawanda,	6	13
Vincent,	3	16
Transit,	6	22
Clarence C.,	4	26
Akron,	7	33
Richville,	3	36
East Pembroke,	7	43
Batavia,	6	49
Stafford,	6	55
Le Roy,	4	59
Caledonia,	7	66
Canal,	6	72
G. V. R. R. Junct'n,	1	73
Honeoye Falls,	7	80
West Bloomfield,	3	83
Miller's Corners,	3	86
East Bloomfield,	5	91
Canandaigua,	8	99
Hopewell,	6	105
Gorham,	5	110
Hall's Corners,	3	113
Bellona,	4	117
Benton,	2	119
Penn Yan,	4	123
Milo Center,	4	127
Himrod's,	4	131
Starkey,	4	135
Big Stream,	3	138
R'k Stream,	2	140
Jefferson,	6	146
Havanah,	3	149
Millport,	6	155
Horseheads,	7	162
Junction,	2	164
Elmira,	4	168

ELMIRA TO	Intermediate.	Total.
Junction,	4	4
Horseheads,	2	6
Millport,	7	13
Havana,	6	19
Jefferson,	3	22
R'k Stream,	6	28
Big Stream,	2	30
Starkey,	3	33
Himrod's,	4	37
Milo Center,	4	41
Penn Yan,	4	45
Benton,	4	49
Bellona,	2	51
Hall's Corners,	4	55
Gorham,	3	58
Hopewell,	5	63
Canandaigua,	6	69
East Bloomfield,	8	77
Miller's Corners,	5	82
West Bloomfield,	3	85
Honeoye Falls,	3	88
G. V. R. R. Junct'n,	7	95
Canal,	1	96
Caledonia,	6	102
Le Roy,	7	109
Stafford,	4	113
Batavia,	6	119
East Pembroke,	6	125
Richville,	7	132
Akron,	3	135
Clarence C.,	7	142
Transit,	4	146
Vincent,	6	152
Tonawanda,	3	155
Cayuga Creek,	6	161
Niagara Falls,	5	166
Suspension Bridge,	2	168

NEW YORK AND ERIE RAILROAD,

Connecting, at Elmira, with Elmira, Canandaigua and Niagara Falls Railroad.

ELMIRA TO	Intermediate.	Total.
Wellsburg,	7	7
Chemung,	6	13
Waverly,	5	18
Barton,	7	25
Smithboro',	2	27
Tioga,	5	32
Owego,	5	37
Campville,	7	44
Union,	6	50
Binghampton,	9	59
Kirkwood,	9	68
Great Bend,	5	73
Susquehanna,	9	82
Deposit,	15	97
Hale's Eddy,	5	102
Hancock,	8	110
Stockport,	5	115
Lordville,	5	120
Hankin's,	11	131
Callicoon,	7	138
Cochecton,	5	143
Narrowsburg,	9	152
Mast Hope,	6	158
Lackawaxen,	5	163
Shohola,	4	167
Port Jervis,	19	196
Otisville,	12	208
Howell's,	5	213
Middletown,	4	217
Hampton,	3	220
Goshen,	4	224
Chester,	5	229
Junction,	1	230
Oxford,	2	232
Monroe,	2	234
Turner's,	2	236
Greenwood,	4	240
Southfield's,	2	242
Sloatsburg,	6	248

NEW YORK TO	Intermediate.	Total.
Jersey City,	1	1
Bergen,	2	3
Hackensack Bridge,	4	7
Boiling Spring,	2	9
Passaic Bridge,	3	12
Huyler's,	1	13
Paterson,	4	17
Godwinville,	5	22
Hohokus,	2	24
Allendale,	2	26
Ramsey's,	2	28
Suffern's,	5	33
Ramapo,	1	34
Sloatsburg,	2	36
Southfield's,	7	43
Greenwood,	2	45
Turner's,	3	48
Monroe,	2	50
Oxford,	3	53
Junction,	2	55
Chester,	1	56
Goshen,	4	60
Hampton,	4	64
Middletown,	4	68
Howell's,	4	72
Otisville,	4	76
Port Jervis,	13	89
Shohola,	19	108
Lackawaxen,	4	112
Mast Hope,	5	117
Narrowsburg,	6	123
Cochecton,	9	132
Callicoon,	5	137
Hankin's,	7	144
Lordville,	10	154
Stockport,	6	160
Hancock,	5	165
Hale's Eddy,	9	173
Deposit,	5	178

ELMIRA TO	Intermediate.	Total.
Ramapo,	2	250
Suffern's,	2	252
Ramsey's,	4	256
Allendale,	2	258
Hohokus,	2	260
Godwinville,	2	262
Paterson,	5	267
Huyler's,	5	272
Passaic Bridge,	1	273
Boiling Spring,	2	275
Hackensack Bridge,	2	277
Bergen,	4	281
Jersey City,	2	283
New York,	1	284

NEW YORK TO	Intermediate.	Total.
Susquehanna,	15	193
Great Bend,	8	201
Kirkwood,	6	207
Binghampton,	9	216
Union,	8	224
Campville,	7	231
Owego,	7	238
Tioga,	5	243
Smithboro',	4	247
Barton,	3	250
Waverly,	7	257
Chemung,	4	261
Wellsburg,	6	267
Elmira,	7	274

GREAT WESTERN RAILWAY,

Connecting with the Michigan Central Railroad for the West and South.

N. FALLS TO	Intermediate.	Total.
Thorold,	9¼	9¼
St. Catherines,	2	11¼
Jordan,	5¾	17
Beamsville,	5	22
Grimsby,	4¾	26¾
Stoney Creek,	10	36¾
Hamilton,	6½	43¼
Dundas,	5¼	48½
Flamboro',	3½	52
Fairchild's Creek,	10½	62½
Galt,	12	74½
Paris,	9¾	72¼
Princeton,	7	79¼
Woodstock,	11¾	91
Beachville,	5	96
Ingersoll,	4¼	100¼
Dorchester,	9½	109¾
London,	9½	119¼

DETROIT TO	Intermediate.	Total.
Windsor,		
Rochester,	19	19
Baptiste Creek,	13½	32½
Chatham,	13	45½
Thamesville,	15	60½
Wardsville,	13	73½
Mosa,	6½	80
Ekfrid,	9½	89½
Adelaide Road,	5	94½
Lobo,	5	99½
London,	10¼	109¾
Dorchester,	9½	119¼
Ingersoll,	9½	128¾
Beachville,	4½	133
Woodstock,	5	138
Princeton,	11¾	149¾
Paris,	7	156¾
Fairchild's Creek,	9¾	166½

N. FALLS TO	Intermediate.	Total.
Lobo,	10¼	129½
Adelaide Road,	5	134½
Ekfrid,	5	139½
Mosa,	9½	149
Wardsville,	6½	155½
Thamesville,	13	168½
Chatham,	15	183½
Baptiste Creek,	13	196½
Rochester,	13½	210½
Windsor, } Detroit, }	19	229

DETROIT TO	Intermediate.	Total.
Galt,	12	173½
Flamboro',	10½	177
Dundas,	3½	180½
Hamilton,	5¼	185¾
Stoney Creek,	6½	192¼
Grimsby,	10	202¼
Beamsville,	4¾	207
Jordan,	5	212
St. Catherines,	5¾	217¾
Thorold,	2	219¾
Niagara Falls,	9¼	229

MICHIGAN CENTRAL RAILROAD,

Connecting, at Chicago, with Railroads for the South and West.

DETROIT TO	Intermediate.	Total.
Dearborn,	10	10
Wayne,	8	18
Ypsilanti,	12	30
Ann Arbor,	7	37
Delhi,	4	41
Dexter,	5	46
Chelsea,	9	55
Grass Lake,	10	65
Jackson,	11	76
Parma,	10	86
Albion,	10	96
Marshall,	12	108
Battle Creek,	13	121
Galesburg,	3	124
Kalamazoo,	7	141
Paw Paw,	9	150
Decatur,	17	167
Dowagiac,	11	178
Pokagon,	6	184
Niles,	7	191
Buchanan,	5	196

CHICAGO TO	Intermediate.	Total.
Three Mile Side,		
Junction,	14	14
Gibson's,	10	24
Lake,	10	34
Porter,	8	42
Michigan City,	12	54
New Buffalo,	10	64
Terre Coupe,	6	80
Buchanan,	6	86
Niles,	5	91
Pokagon,	7	98
Dowagiac,	6	104
Decatur,	11	115
Paw Paw,	8	123
Kalamazoo,	7	140
Galesburg,	8	148
Battle Creek,	3	161
Marshall,	13	174
Albion,	12	186
Parma,	10	196
Jackson,	10	206

DETROIT TO	Intermediate.	Total.	CHICAGO TO	Intermediate.	Total.
Terre Coupe,	6	202	Grass Lake,	9	215
New Buffalo,	16	218	Chelsea,	12	227
Michigan City,	10	228	Dexter,	9	236
Porter,	12	240	Delhi,	5	241
Lake,	8	248	Ann Arbor,	4	245
Gibson's,	10	258	Ypsilanti,	7	252
Junction,	10	268	Wayne,	12	264
Three Mile Side,			Dearborn,	8	272
Chicago,	10	278	Detroit,	6	278

WILLIAMSPORT AND ELMIRA R. R.,

Connecting the Elmira, Canandaigua & Niagara Falls with Cat., Will. & Erie R. R. for Philadelphia.

ELMIRA TO	Intermediate.	Total	WILLIAMSP'T TO	Intermediate.	Total.
State Line,	9	9	McKinney's,	5	5
Dunning's,	4	13	Mahaffey's,	2	7
Columbia Road,	8	21	Cogan's Valley,	1	--
Troy,	4	25	Crescent,	3	11
Granville,	5	30	Trout Run,	4	15
Alba,	4	34	Field's,	1	16
Canton,	4	38	Dubois,	3	19
Ralston,	15	53	Bodine's,	1	20
Lycoming,	3	56	Lycoming,	2	22
Bodine's,	2	58	Ralston,	3	25
Dubois,	1	59	Canton,	14	39
Field's,	3	62	Alba,	5	44
Trout Run,	1	63	Granville,	4	48
Crescent,	4	67	Troy,	4	52
Cogan's Valley,	3	70	Columbia Road,	5	57
Mahaffey's,	1	71	Dunning's,	8	65
McKinney's,	2	73	State Line,	3	68
Williamsport,	5	78	Elmira,	10	78

CATAWISSA, WILLIAMSPORT & ERIE R. R.,

Connecting with Will. & Elmira, and Elmira, Canandaigua and Niagara Falls Railroads

WILLIAMSP'T TO	Intermediate.	Total.	PHILADELP'A TO	Intermediate.	Total.
Muncy,	10	10	Port Clinton,	78	78
Uniontown,	10	20	Ringgold,	10	88
Milton,	7	27	Tamaqua,	10	98
Mooresburg,	10	37	Summit,	12	110
Danville,	6	43	Ringtown,	13	123
Rupert,	7	50	Beaver,	7	130
Catawissa,	2	52	Maineville,	8	138
Maineville,	7	59	Catawissa,	7	145
Beaver,	8	67	Rupert,	2	147
Ringtown,	7	74	Danville,	7	154
Summit,	13	87	Mooresburg,	6	160
Tamaqua,	12	99	Milton,	10	170
Ringgold,	10	109	Uniontown,	7	177
Port Clinton,	10	119	Muncy,	10	187
Philadelphia,	78	197	Williamsport,	20	197

SCHENECTADY AND SARATOGA R. R.,

Connecting, at Schenectady, with the N. Y. Central Railroad for Niagara Falls.

N. FALLS TO	Intermediate.	Total.	SARATOGA TO	Intermediate.	Total.
Rochester,	76	76	Ballston,	7	7
Schenectady,	212	288	Schenectady,	15	22
Ballston,	15	303	Rochester,	212	234
Saratoga,	7	310	Niagara Falls,	76	310

WESTERN RAILROAD,

Connecting with the N. Y. Central R. R. for Boston.

ALBANY TO	Intermediate.	Total.
Greenbush,	1	1
Schodack,	7	8
Kinderhook,	8	16
Chatham Center,	4	20
Chatham Four C'rs,	3	23
East Chatham,	5	28
Canaan,	5	33
State Line,	5	38
Richmond,	3	41
Shaker Village,	5	46
Pittsfield,	3	49
Dalton,	5	54
Hinsdale,	3	57
Washington,	5	62
Becket,	3	65
Middlefield,		
Chester Factory,	9	74
Chester Village,	7	81
Russell,	3	84
Westfield,	8	92
West Springfield,	8	100
Springfield,	2	102
Indian Orchard,	6	108
Palmer,	9	117
Brimfield,		
Warren,	10	127
West Brookfield,	4	131
Brookfield,	2	133
East Brookfield,	3	136
Spencer,	2	138
Charlton,	5	143
Clappville,	4	147
Worcester,	9	156
Boston,	44	200

BOSTON TO	Intermediate.	Total.
Worcester,	44	44
Clappville,	9	53
Charlton,	4	57
Spencer,	5	62
East Brookfield,	2	64
Brookfield,	3	67
West Brookfield,	2	69
Warren,	4	73
Brimfield,		
Palmer,	10	83
Indian Orchard,	9	92
Springfield,	6	98
West Springfield,	2	100
Westfield,	8	108
Russell,	8	116
Chester Village,	3	119
Chester Factory,	7	126
Middlefield,		
Becket,	9	135
Washington,	3	138
Hinsdale,	5	143
Dalton,	3	146
Pittsfield,	5	151
Shaker Village,	3	154
Richmond,	5	159
State Line,	3	162
Canaan,	5	167
East Chatham,	5	172
Chatham Four C'rs,	5	177
Chatham Center,	4	181
Kinderhook,	3	184
Schodack,	8	192
Greenbush,	7	199
Albany,	1	200

GREAT NORTHERN ROUTE,

Via Lake Ontario and the Northern Railroad for Boston.

N. FALLS TO	Intermediate.	Total.	BOSTON TO	Intermediate.	Total.
Lewiston,	6	6	Lowell,	26	26
Ogdensburg,	298	304	Nashua,	15	41
Rouse's Point,	118	422	Manchester,	18	59
Essex Junction,	47	469	Concord,	17	76
Northfield,	43	512	White River Junct.	69	145
White River Junct.	53	565	Northfield,	53	198
Concord,	69	634	Essex Junction,	43	241
Manchester,	17	651	Rouse's Point,	47	288
Nashua,	18	669	Ogdensburg,	118	406
Lowell,	15	684	Lewiston,	298	704
Boston,	26	710	Niagara Falls,	6	710

SARATOGA SPRINGS,

Via Great Northern Route, Northern Railroad, and Lake Champlain.

N. FALLS TO	Intermediate.	Total.	SARATOGA TO	Intermediate.	Total.
Lewiston,	6	6	Sandy Hill,	10	10
Ogdensburg,	298	304	White Hall,	15	25
Rouse's Point,	118	422	Ticonderoga,	23	48
Plattsburg,	20	442	Burlington,	40	88
Burlington,	18	460	Plattsburg,	18	106
Ticonderoga,	40	500	Rouse's Point,	20	126
White Hall,	23	523	Ogdensburg,	118	244
Sandy Hill,	15	538	Lewiston,	298	542
Saratoga Springs,	10	548	Niagara Falls,	6	548

NIAGARA FALLS AND MONTREAL,

Via Lake Ontario and River St. Lawrence, or Railroad.

N. FALLS TO	Intermediate.	Total.	MONTREAL TO	Intermediate.	Total.
Lewiston,	6	6	Ogdensburg,	140	140
Niagara,	8	14	Niagara,	290	430
Ogdensburg,	290	304	Lewiston,	8	438
Montreal,	140	444	Niagara Falls,	6	444

BUFFALO, NIAGARA FALLS AND LEWISTON R. R.

LEWISTON TO	Intermediate.	Total.	BUFFALO TO	Intermediate.	Total.
Suspension Bridge,	4	4	Black Rock,	4	4
Niagara Falls,	2	6	Tonawanda,	7	11
Cayuga Creek,	5	11	Cayuga Creek,	6	17
Tonawanda,	6	17	Niagara Falls,	5	22
Black Rock,	7	24	Suspension Bridge,	2	24
Buffalo,	4	28	Lewiston,	4	28

ERIE AND ONTARIO RAILROAD.

NIAGARA TO	Intermediate.	Total.	CHIPPEWA TO	Intermediate.	Total.
Stamford Junction,	7	7	Clifton House,	3	3
Suspension Bridge,	3	10	Suspension Bridge,	2	5
Clifton House,	2	12	Stamford Junction,	3	8
Chippewa,	3	15	Niagara,	7	15

TOTAL TABLES OF DISTANCES.

NIAGARA FALLS TO

NEW YORK CITY,
Via New York Central Railroad,.....455 miles.
Via Elmira, Canandaigua & Niagara Falls R.R.452 "

PHILADELPHIA,
Via Elmira, Canandaigua & Niagara Falls R.R.434 miles.

BOSTON,
Via New York Central and Western Railroad,.505 miles.
Via Great Northern Route,.....548 "

SARATOGA SPRINGS,
Via New York Central and Schenectady & Saratoga Springs Railroads,.....310 miles.
Via Great Northern Route,.....794 "

MONTREAL,
Via Great Northern Route,.....444 miles.

DETROIT,
Via Great Western Railway,.....229 miles.

CHICAGO,
Via Great Western Railroad, and Michigan Central Railroad,.....507 miles.

BUFFALO,
Via Buffalo, Niagara Falls & Lewiston R. R.. 22 miles.

CHICAGO AND ROCK ISLAND RAIL ROAD.

Connecting at Chicago with all the great lines from the East, North and South.

CHICAGO TO	Intermediate.	Total.
Junction,	6	6
Blue Island,	10	16
Bremen,	7	23
Mokena,	7	30
Joliet,	10	40
Minooka,	11	51
Morris,	10	62
Seneca,	10	72
Marseilles,	5	77
Ottawa,	7	84
Utica,	10	94
La Salle,	5	99
Peru,	1	100
Trenton,	10	110
Bureau Junc.	4	114
Snochwine,	8	122
Henry,	5	127
Lacon,	7	134
Chillicothe,	8	142
Rome,	3	135
Mossville,	6	151
Peoria,	10	161
Tiskilwa,	8	122
Pond Creek,	7	129
Sheffield,	8	137
Aniwan,	9	146
Geneseo,	13	159
Colona,	10	169
Moline,	10	179
Rock Island,	3	182

R. ISLAND TO		Intermediate.	Total.
Moline,		3	3
Calona,		10	13
Geneseo,		10	23
Annawan,		13	36
Sheffield,		9	45
Pond Creek,		8	53
Tiskilwa,		7	60
Bureau Junction,		8	68
PEORIA TO	Mossville,	10	10
	Rome,	5	15
	Chillicothe,	3	18
	Locan,	8	26
	Henry,	7	33
	Snochwine,	6	39
	Bureau Junc.	8	47
Trenton,		4	72
Peru,		10	82
La Salle,		1	83
Utica,		5	88
Ottawa,		10	98
Marseilles,		7	105
Seneca		5	110
Morris,		10	120
Minooka,		11	131
Joliet,		11	142
Mokena,		10	152
Bremen,		7	159
Blue Island,		7	166
Junction,		10	176
Chicago,		6	182

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